

(ESTABLISHED 1881.)

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Intimations

STEAM NAVIGATION COMPANY.

WM. FARMER, Moderator

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,361 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN,"	2,200 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from Canton to Hongkong daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,995 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao every Tuesday, Thursday and Saturday at about 1 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.

S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
Canton to Tak Hing.....Single \$12.50. Return \$21.00.
Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

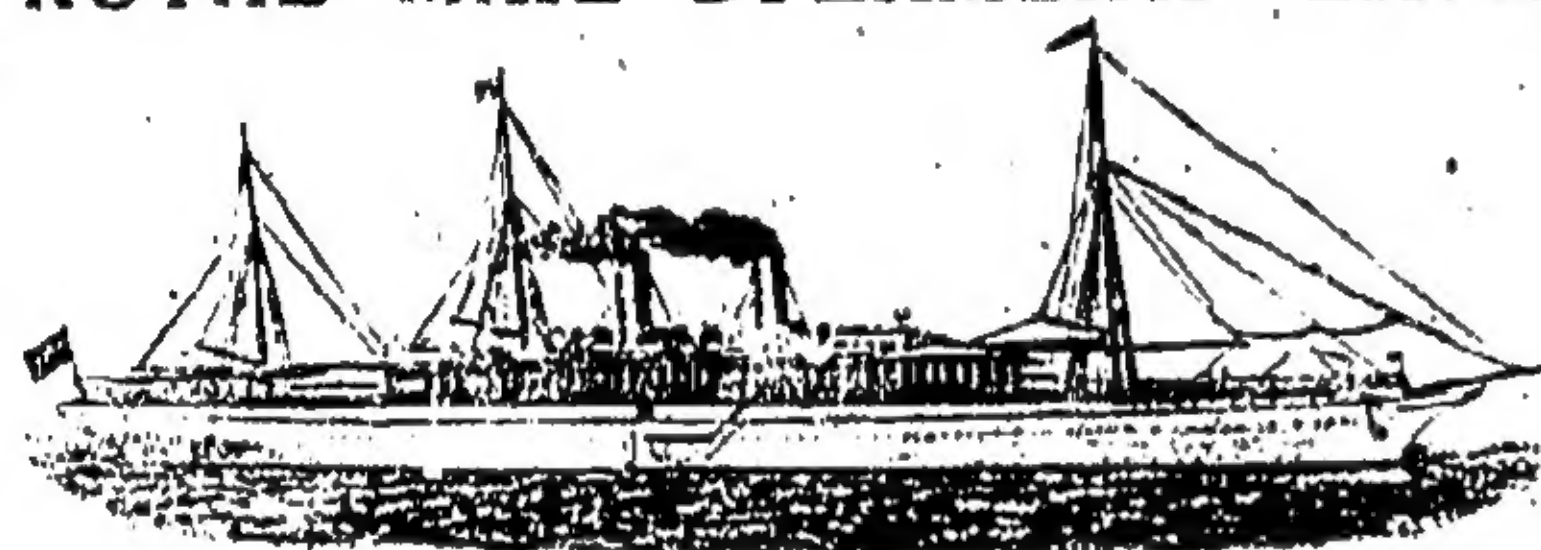
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st July, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPEROR OF JAPAN,"	6,000.	H. Fyfe, R.N.R.	WEDNESDAY, 12th July.
"EMPEROR OF CHINA,"	6,000.	R. Archibald, R.N.R.	WEDNESDAY, 2nd Aug.
"ATHENIAN,"	2,140.	N. Robinson, R.N.R.	WEDNESDAY, 9th Aug.
"EMPEROR OF INDIA,"	6,000.	E. Beetham, R.N.R.	WEDNESDAY, 23rd Aug.
"TARTAR,"	2,140.	W. Davison, R.N.R.	WEDNESDAY, 13th Sept.

Hongkong to London, 1st Class.....\$120.00. 2nd Class.....\$70.00.
Hongkong to London, Intermediate and Passenger, 1st Class.....\$40.00. 2nd Class.....\$24.00.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
D. E. BROWN, General Agent,
9, Pedder's Street,
Hongkong, 5th July, 1905.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS: NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGAVIA	HAVRE, ANTWERP and HAMBURG.	17th July.
SITHONIA	(Calling at SPOR, PENANG & COLOMBO).	20th July.
ACILIA	HAVRE, BREMEN and HAMBURG.	29th July.
SCHULKE	(Calling at SPOR, PENANG & COLOMBO).	9th August.
SPEZIA	HAVRE and HAMBURG.	23rd August.
Ehlers	(Calling at SPOR, PENANG & COLOMBO).	6th Sept.
RHENANIA	HAVRE and HAMBURG.	20th Sept.
Förck	(Calling at SPOR, PENANG & COLOMBO).	about beginning of Oct.
SCANDIA	HAVRE and HAMBURG.	about beginning of Oct.
V. Doehren	(Calling at SPOR, PENANG & COLOMBO).	about beginning of Oct.
VANDALIA	NEW YORK VIA SUEZ.	about beginning of Oct.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin staterooms. Lighted throughout by Electricity.
Duly qualified Doctor and Stewards are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 11th July, 1905.

D. NOMA, TATTOOER

62, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 9th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 16th August.
PREUSSEN	WEDNESDAY, 23rd August.
ROON	WEDNESDAY, 30th August.
BAYERN	WEDNESDAY, 6th September.
GNEISENAU	WEDNESDAY, 13th September.
PRINZESS ALICE	WEDNESDAY, 20th September.
SACHSEN	WEDNESDAY, 27th September.
PRINZ REGENT LUITPOLD	WEDNESDAY, 4th October.
PRINZ HEINRICH	WEDNESDAY, 11th October.
	WEDNESDAY, 18th October.
	WEDNESDAY, 25th October.
	WEDNESDAY, 1st November.
	WEDNESDAY, 8th November.
	WEDNESDAY, 15th November.
	WEDNESDAY, 22nd November.
	WEDNESDAY, 29th November.
	WEDNESDAY, 6th December.
	WEDNESDAY, 13th December.
	WEDNESDAY, 20th December.

ON WEDNESDAY, the 19th day of July, 1905, at Noon, the Steamship SACHSEN, Captain F. von L. Petersen, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port at above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 17th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 18th July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 18th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,727	TUESDAY, 25th July.
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.
WILLEHAD	4,761	TUESDAY, 19th September.

ON TUESDAY, the 25th July, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain C. Woltemas, with Mails, Passengers and Cargo, will leave this port at above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	ABOUT
KOBE & YOKOHAMA	PRINZ SIGISMUND.....TUESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH.....WEDNESDAY, 19th July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH.....WEDNESDAY, 2nd August.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 5th July, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.
The steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip.....\$12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.

The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

Messrs. BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.,
HONGKONG.

Hongkong, 5th July, 1905.

Intimations.

BAY VIEW HOUSE, MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served a la carte from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:

"BAYVIEW, MACAO."

Macao, 7th July, 1905.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1905.



Gold Medals PARIS 1889 & 1900

Regd. Brand

HARRIS, CALNE & WILTS-England

REPRESENTATIVES FOR HONGKONG & CHINA,

HOWARD & Co.,

50, Queen's Road Central,

Hongkong.

Hongkong, 19th May, 1905.

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMMODITIES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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C. W. MEAD, C. E., President and Shanghai Manager.
N. M. HOLMES, C. E., Vice-President and Hongkong Manager.
A. F. CARRICK, C. E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.	A Speciality made of Reinforced Concrete and Concrete Piles.	Examinations Surveys Reports and Estimates.	On all Railway or Proposed Construction Works.
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Hongkong, 2nd February, 1905.

[208]

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED, LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.

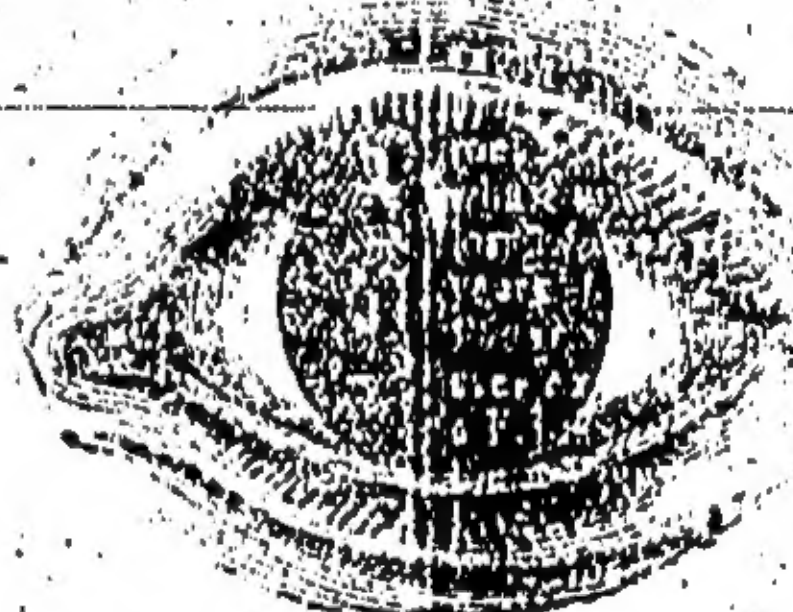
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Hongkong, 10th May, 1905.

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EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
10, D'AGUIAR STREET, HONGKONG,
(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
LONDON, CALCUTTA, SHANGHAI,
21, John Street, Bedford Row, W.C., 59, Bentinck Street, 566, Nanking Road.
Hongkong, 24th March, 1904.

[40]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Su. day excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, 10

Ice House Road.

IS now in a position, in his New and Comfortable Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS and VIEWS

a speciality.

For particulars and terms, apply to—
HOWARD & Co.,
Hongkong, 24th November, 1904.

[61]

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905.

[59]

CALE WEISMANN.

THE Public are invited to pay a visit to our new Tiffin Rooms.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN Pils BEER ON DRAUGHT.

Entrance—No. 1A, WYNDHAM STREET.

Hongkong, 22nd April, 1905.

[46]

Intimation.

WM. POWELL,
LIMITED.-ALEXANDRA BUILDINGS,
Des Vaux Road.FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)NEW
TWIN
BEDSTEADS,
from \$65 to \$385 a pair.Stocked in
BLACK AND BRASS,
ENAMELLED
GREEN AND BRASS,
ENAMELLED
BLUE AND BRASS,
and
ALL BRASS.BEST
SPRING
MATTRESSES
FOR THE ABOVEat
reasonable prices.SOLE AGENTS
for
ADDISON'S
PATENT
PORTABLE
SANITARY
COMMUNE,

\$14.50 to \$21.50 each.

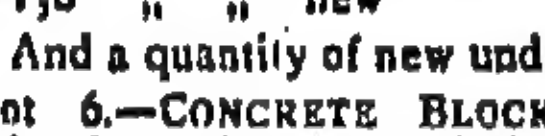
INSPECTION INVITED.

WM. POWELL,
LTD.,
HONGKONG,

Hongkong, 4th July, 1905.

Intimations.

WANTED.

FOR the HONGKONG SHAMEN INSTITUTE,
a GOOD SECOND HAND BILLIARD
TABLE. Any Gentleman having one to dis-
pose of is requested to communicate with the
Undersigned.J. H. FRANCE,
5, Lyceum Villa, Kowloon.
Hongkong, 10th July, 1905. [728]GOVERNMENT NOTIFICATION,
No. 411.TENDERS will be received at this Office
until Noon of MONDAY, the 14th day
of August, 1905, for the PURCHASE of the
following PLANT AND MATERIALS,
formerly in use on the Frigate Reclamation
Works (Ordinance No. 6 of 1889):—
Lot 1.—STRAIT TOW BOAT built by the
Hongkong and Whampoa Dock Co. in 1899.
Length between perpendiculars, 90 feet.
Breadth, extreme, 17 " " " "
Depth moulded, 8 " " " "
Compound surface condensing engines, about
24 H. P.Lot 2.—FLOATING STEAM DERRICK CRANE
supplied by the Hongkong and Whampoa
Dock Co. in 1899. Working load 8 tons at a
radius of 30 feet. The Crane, built entirely of
iron, and mounted on an iron Pontoon 60' x
40' x 6' 6", with semicircular ends. Draft 2' 6".
Lot 3.—LIGHTERS (3) for deck cargo (con-
crete blocks). Built by the Hongkong and
Whampoa Dock Co. in 1899. Constructed of
Manila hardwood and Oregon pine, and
sheathed with zinc. Dimensions 75' x 23' x
5' 6". Carry 80 tons on a draft of 3 feet.Lot 4.—LOCOMOTIVE STEAM DERRICK
CRANE by Ransomes & Rapier. Working load
8 tons at a radius of 25 feet.
Also 516 lineal yards of 70 lb. flat-bottomed
steel rails, with points and crossings, fish
plates, bolts, spikes, and sundry plater's
tools.Lot 5.—DIVING GEAR by Siebs, Gorman
& Co.:—
1 No. Double Air Pumps.
1 " Single " Do.
4 " Helmets.
133 lin. feet of second hand Air Pipe.
150 " " new " Do.
And a quantity of new underclothing, &c.Lot 6.—CONCRETE BLOCKS. 150 No.,
varying from 95 to 144 cubic feet, more or less
damaged. Total bulk about 15,300 cubic feet.
For full particulars apply to the Public
Works Department.The Government does not bind itself to
accept the highest or any tender.
By Command, F. H. MAY,
Colonial Secretary.Colonial Secretary's Office,
Hongkong, 30th June, 1905. [727]

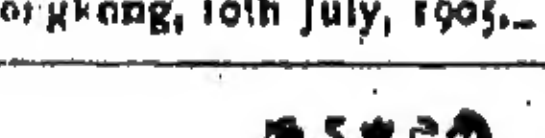
NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF
MISCELLANEOUS MATERIALS,
(FIREWOOD, LIME, WHITE BEST, CHARCOAL,
&c., &c.), from the 1st August, 1905, to H.M.
DOCKYARD, Hongkong.Forms of Tender can be obtained on applica-
tion to the Naval Store Officer, H.M. Dock-
yard, and should be returned not later than the
18th July, 1905.A Deposit of One Hundred Dollars (\$100)
will be required when applying for Tender
forms to be returned if the Tender is declined.
Hongkong, 10th July, 1905. [729]

NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF
LABOUR AND JUNKS in connection
with the COALING of H.M. FLEET, etc., at
Hongkong, for a period of 12 Months from the
1st August, 1905.Forms of Tender can be obtained on applica-
tion to the Naval Store Officer, H.M. Naval
Yard, Hongkong, and should be returned not
later than Noon on 19th July, 1905.

Hongkong, 5th July, 1905. [716]



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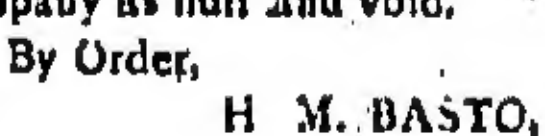
Hongkong, 5th July, 1905. [716]



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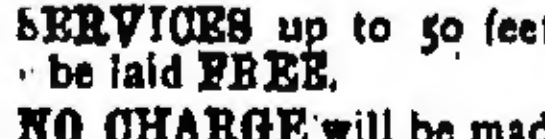
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LABOUR AND JUNKS in connection
with the COALING of H.M. FLEET, etc., at
Hongkong, for a period of 12 Months from the
1st August, 1905.Forms of Tender can be obtained on applica-
tion to the Naval Store Officer, H.M. Naval
Yard, Hongkong, and should be returned not
later than Noon on 19th July, 1905.

Hongkong, 5th July, 1905. [716]



NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF
LABOUR AND JUNKS in connection
with the COALING of H.M. FLEET, etc., at
Hongkong, for a period of 12 Months from the
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tion to the Naval Store Officer, H.M. Naval
Yard, Hongkong, and should be returned not
later than Noon on 19th July, 1905.

Hongkong, 5th July, 1905. [716]

LATE TELEGRAMS.

[N. C. News.]

News from the Front.

Tokio, 1st July.
It is officially announced that a Japanese
detachment dispatched towards Hailuoguo, in the
Hainan region drove three hundred
Russian infantry and cavalry, on the morning
of the 29th ult., from Tashatan, two miles
north-west of Yankoursakou, and occupied the
northern height.A party of Japanese occupied, in the after-
noon of the 28th ult., Sanchiafang, twenty-one
miles north of Lanching, and five miles
north of Nanchangchén, and are still ad-
vancing.Russian Attack on Japanese
Fishermen.Tokio, 1st July.
On the afternoon of the 28th ult., twenty-seven
Russian soldiers attacked Todoshima, in La
Pérouse Strait, which was formerly uninhabited,
but has been colonised by adventurous
Japanese fishermen since the war began. The
casualties are unknown, but six refugees
reached Ritsirishima on the 30th ult.

The Japanese Plenipotentiaries.

Tokio, 6th July.
Baron Komura and party had an audience
this morning, and were subsequently entertained
at an Imperial tiffin. The Emperor has
issued a rescript appointing Baron Komura
and Mr. Takahira.Later.
The Imperial rescript to the Peace Plenipo-
tentiaries says that the President of the United
States, being anxious lest hostilities should run
on for years, and being desirous to see a con-
clusion of the campaign, has proposed to the
two Governments of Japan and Russia to send
plenipotentiaries to conduct the necessary
negotiations."Covetous of peace as We are, We re-
luctantly assented to arms. Nothing could
make us more happy than that a conciliatory
spirit on the part of our adversary should lead
to a cessation of hostilities. We therefore
promptly acquiesced in the President's over-
tures, and you will direct your best endeavours
towards the restoration of a permanent peace."

WATER RETURN.

Level and Storage of Water in Reservoirs
on the 1st July.

	1904.	1905.
Tyiam... below	15' 11" below	5' 6" below
Bywash... below	15' 6" below	11' 11" below
Pokulam... below	0' 1" below	0' 31" below
Wong-nai... below	0' 1" below	3' 7" below
cheong... below	0' 1" below	0' 1" below
STORAGE GALLONS.		
Tyiam...	263,340,000	338,780,000
Bywash...	4,334,000	5,207,000
Pokulam...	66,000,000	65,300,000
Wong-nai...	30,459,000	25,819,000
Total...	365,133,000	438,176,000

Consumption of Water in the City of Victoria
and Hill District during the month of June.

	1904.	1905.
Consumption...	88,893,000	136,659,000 gallons
Estimated po- pulation...	224,100	228,900
Consumption per head per day...	13.2	19.9 gallons

Intermittent supply during the whole month
of June, 1905.Constant supply during the whole month of
June, 1905.Consumption of Water in Kowloon Peninsula
during the month of June.

	1904.	1905.
Consumption...	14,418,000	20,356,000 gallons
Estimated po- pulation...	68,300	73,950
Consumption per head per day...	7.0	9.2 gallons

The Government Analyst reports that the
water is of excellent quality.W. CHATHAM,
Water Authority.

THE COMMERCIAL TRAVELLER.

There is a good business point, says Mr.
C. N. Cawdon in the *Philadelphia Evening
Post*, in how I once sold a bill of goods to a
man who had quit me when I changed firms.
We had been good friends in a business way
for many years. I thought that he would buy
from me regardless of the line I carried. That
was where I made a mistake. The other fellow
slipped in on me, and I was out of it for a
couple of seasons. In fact, I had quit making
the town. When you see you are out of it with
a certain man the best thing for you to do is to
quit trying to pick grass out of his pasture, and
seek to break into other green fields where the
fence are not too strong. I chanced to meet
my friend Walter on the train in Indiana one
day. To be sure, I was not going to be surly
about having been turned down. The best
thing to do when you are out of it is to ignore
the fact altogether, and if a man has been your
friend and quit buying goods from you treat
him just the same as if he continued to give
you his patronage."Well, how goes it, Walter?" said I.
"First rate," he answered.I talked with him for an hour—never men-
tioning business. We smoked a couple of
cigars together, and I turned the conversation
always to old times. We had known each
other for sixteen years. After a while I saw
that he had warmed up to me. "This was as we
drew near the station.""Where are you going here, Walter?"
said I."Just up to meet my daughter, who is com-
ing in on the midnight train.""If that is the case," said I, "and you are
free, you are going to take dinner with me to-
night at the hotel."At dinner not a word did I say about busi-
ness. I knew that was not a prudent thing to
do. I wanted to tell him of course more than
most any one I knew, because it had hurt me
to lose one of my oldest business friends.After dinner we played billiards. When it
came time for him to go to the station to meet
his daughter he turned to me and said—"Look
here, old man, I'm certainly ashamed of myself
for the way I have treated you. Confound it!
Send me \$100 of such stuff as you think I can
use. I will handle it on top of what I have
very strongly, and next season you just come
round to see me or let me know where I can
meet you, and in the future you shall have my
trade."

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.SIEMSEN & Co.
Hongkong 28th May, 1895. [52]

Hotel.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 17th May, 1904. [77]

Dentistry.

THE AMERICAN SYSTEM

OF
DENTISTRY.

M. H. CHAUN, D. D. S.,

17, DES VEAUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania U.S.A.

Hongkong 4th June, 1904. [67]

TSIN TING.

GATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904. [66]

Consignees.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"LAISANG"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M. the 12th instant, will be
landed at Consignees' risk and expense.No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th July, 1905. [460]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON
AND STRAITS.

THE Steamship

"DENBIGHSHIRE"

Captain W. A. Evans, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company
Limited, at Kowloon and stored at Consignees'
risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th inst. will be sub-
ject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th inst. at 3.30 P.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 6th July, 1905. [719]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SCHARNHORST"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company Limited, Kowloon, whence
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 8 A.M.,
TO-MORROW.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 12th instant will be sub-
ject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 10th instant, at
9.30 A.M.All Claims must reach us before the 12th
instant, or they will not be recognised.No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.NORDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 4th July, 1905. [3]

Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

THE Steamship

"GLENLOGAN"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and
Godown Company's Godown, at Kowloon,
where each consignment will be sorted out
mark by mark, and delivery can be obtained
as soon as the Goods are landed.Optional Goods will be carried on unless
instructions are given to the contrary before
4 P.M., TO-DAY.Goods not cleared by the 14th instant will
be subject to rent.No Fire Insurance has been effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival, after which
no claims will be recognised.McGREGOR BROS. & GOW.
Hongkong, 7th July, 1905. [723]FROM ANTWERP, PENANG AND
SINGAPORE.

THE H. A. L. Steamship

"ARCADIA"

Captain Schmidt, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 15th instant will be sub-
ject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 15th instant, at 3 P.M.No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 8th July, 1905. [726]

FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SPEZIA"

Captain Ehlers, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 12th instant will be sub-
ject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th instant, at 3 P.M.No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th July, 1905. [721]

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA"

FROM PORTLAND (OR.), YOKOHAMA,
KOBE AND MOJI.The above steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for Countersig-
nature and to take immediate delivery of their
goods from alongside.Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.ALLAN CAMERON,
General Agent.

Hongkong, 5th July, 1905. [72]

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co's Steamer

"JAPAN"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and Godown
Company's God

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY

GEO. G. SANDEMANN SONS &
CO., LTD.

Per dozen.

Light Dry\$13.00
Solera 18.00
Very Pale Dry 18.00
Full Golden 21.00
Pale Dry Nutty 24.00
Fine Old Brown 36.00

A. S. WATSON & Co.,
LIMITED,

Agents in Hongkong and South China for

SANDEMAN'S WINES.

ESTABLISHED 1841.

Hongkong, 32nd June, 1905.

\$16.00

WILL BUY A CASE

OR

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST,

BUT

THE BEST!

GREGOR & Co.

34, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

On 7th July, at Museum Road, Shanghai, the wife of CHAS. E. LINTILHAC of a daughter.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 11, 1905.

CHINESE STUDENTS' FEDERATION.

The agitation in China against the ratification of the Chinese Exclusion Treaty framed by the United States Government has had some remarkable results. It has led the Chinese from end to end of the Empire to appreciate the value of unity; it has solidified all classes and clans; it has awakened a spirit of national pride and patriotism that never previously existed, at least to the knowledge of the foreigner; it has aroused the Empress Dowager herself to protest against her "children" being treated as helots and outcasts in the United States; in fine, it has done more to bring about the regeneration of the Chinese people from viceroy to trader than a hundred decrees, proclamations, edicts, and invasions could have effected. No foreign theorist could have dreamt that the Chinese would have fought for the sake of a principle. Yet they stand shoulder to shoulder in solid phalanx against this measure which casts odium upon the Chinese as a whole. And now, finding the power that they can wield by co-operation, the Chinese are bent on a complete system of reform, to be attained by mutual support. One of the direct results of this agitation is the formation of what is called the World's Chinese Students' Federation. The idea of organising such a society was mooted by the educated Chinese of Shanghai some time ago and on the 1st inst. it took tangible shape. More than a hundred scholars, graduates of foreign universities and representatives of advanced thought, assembled to consider the proposal to establish a World's Federation. Chinese speakers addressed the meeting in English, Mandarin and Cantonese, advocating the adoption of the scheme. They did not hesitate to denounce the apathy of the lower classes, the corruption and ignorance of the officials, and the dissensions which prevail in China. They claimed that the hope of the country was to be found in her students—not the *literati* who ponder abstruse sayings of ancestral philosophers, and court official favour through a carefully turned period and flamboyant metaphor; but those who have been educated in modern seminaries, who have imbibed and assimilated the teachings of the West, and have realised that until a radical change occurs in the administration of Chinese affairs the country must remain subject to the whim and fancy of every faddist official, and the prey of every foreign aggressor, who deems it wise to divert the attention of his own subjects from the troubles within his own borders. What the World's Chinese Students' Federation intend to do precisely, is somewhat difficult to explain. But it is obvious that a banded host of educated Chinese, with branches in every part of the world, pledged to stand up for China and the Chinese may, in time, exert an extraordinary influence on opinion. Societies of the secret order, have ever found favour with the Chinese, but these societies have earned the reprobation of the Chinese Government and foreign powers. A federation bound on a mission to conquer by peaceful methods should prove vastly more formidable than a few bands of idle plotters. And this is the outcome of the feeling of indignation engendered by the terms of the Chinese Exclusion Treaty. As a straw shows how the wind blows so the formation of this and kindred movements shows that a new era of progress has arisen.

LOCAL AND GENERAL.

A NUMBER of late telegrams are printed on the third page.

THE German mail of the 7th June was delivered in London the 18th inst.

WE have received copies of the annual report for the year ending 31st March last, of the Meiji Fire Insurance Co., Ltd., of Tokio, which the Mitsui Bussan Kaisha represent in South China. The company transacts fire insurance business only and its reserve funds now exceed Yen 2,000,000.

THE report from Lord Kitchener relating to the Indian Army has been published. He states that the Indian Army is defective and inefficient, and unfit for any great warfare. He concludes by paying a tribute to the enlightened methods of the Japanese military administration.—*J.H.*

FRIDAY next, July 14th, being the French National Fête, the offices of the French Consulate, Prince's Building, will be closed during the whole day. The Consul for France will be pleased to welcome at his official residence, 10, Macdonnell Road, between 9.30 and 10.30 a.m., the members of the French community, and between 11 and 1 p.m. the British and foreign officials and officers; as well as his foreign colleagues, who may wish to call on (his occasion).

THREE Chinese who were among the number taken to San Francisco from the Orient by the steamer *Mongolia* on her last voyage, across escaped from the vessel at the Pacific Mail dock and have apparently got away. Unless the Pacific Mail Company soon effects their capture it will be liable to a fine of \$1,000 gold for their disappearance.—*R.R.*

CHIAN Chung, a junk master, was charged with leaving this harbour without obtaining a clearance from the Harbour Master. Mr. McIver said this was becoming rather a common form of offence, and gave the department a great deal of trouble, as they had no means of checking the exports in these junks, and smuggling could easily be carried on. In this case the junk was loaded with a full cargo of coal. Mr. G. N. Orme fined the defendant \$50 with the alternative of five weeks' imprisonment.

THE following telegraphic information, dated 1st inst., has been received from the Sumatra Director and Manager of the Maatschappij M.J. Bosch-en Landbouwexploitatie in Langkat, Ld.:—
Daily aggregate output of Crude Petroleum Gallons 76,000
Crude Petroleum in Tanks at date 140,000
Kerosene made since the date of the preceding half-monthly telegram Cases 74,000
Kerosene shipped since the date of the preceding half-monthly telegram 43,000
Kerosene in stock at Refinery at date 79,000

A REPORT has been received at Shanghai, which has caused much anxiety to the friends of Capt. Paulsen of the Norwegian steamer *Frisja*, which left Shanghai for Hankow on the 2nd inst., that he has disappeared. He left here on his regular duties until the time of his disappearance. He is a most popular man with those with whom he has come into contact here (his steamer having only recently come out to the East), is popular with his crew, a man of considerable means, and also a partner in the property of the steamer of which he was in command. He is a married man with children.—*N. C. D. News.*

WE take the following item from the *Western Daily Mercury* of 16th April last:—On Saturday last a very pretty military wedding took place at St. Mark's Church, Ford, between Miss Varcoe (eldest daughter of Mr. and Mrs. J. H. Varcoe, of 84, Barton Avenue, Keyham) and Staff-Sergeant H. J. A. McCaffery, Royal Engineers, Gravesend, Kent. The bride, charmingly dressed in white, was given away by her father. Miss Olive Varcoe and Miss Minnie Power were the bridesmaids. The bridegroom was accompanied by his brother, Corporal J. McCaffery, Royal Engineers, Guernsey, Channel Islands, as best man, and supported by Q.M.S. Biles, R.E., and other military friends from Hongkong, etc. The ceremony was attended by numerous relations and friends of the bride and bridegroom. After the ceremony a reception was held at the residence of the bride's parents and during the evening the happy pair left for Torquay to spend their honeymoon. The presents were numerous and costly.

THE case in which Sipper H. Wells was charged with noisy and disorderly conduct in Ship Street on Thursday night last was resumed before Mr. F. A. Haveland this morning. The case had been remanded to allow defendant to get his witnesses, but in this he failed. Asked what he had to say the defendant told a remarkable story of unprovoked assault upon him by constable McKay, assisted by constable Hynes, while he was acting the part of a good Samaritan to a sailor sleeping in the street, whom the police were "interfering with," and also said that constable Hynes challenged him to meet him when off duty and he would fight him. He added that five or six sailors stood by and said the police were "behaving brutal" to him, but they did not offer him assistance, or protest to the police against the alleged brutality. One sailor afterwards, when he was knocked down, by a blow under the jaw, as he alleged, from constable McKay, did come to his assistance, but defendant did not ask him to, nor speak to him. Then they all had "a bit of an argument" and then he was arrested and taken to the Station. Inspector Gould said there had been many complaints made against the defendant, by the police of the district, for his interfering with them in the execution of their duties; but this was the first time he had been charged. He was a great trouble to the Police. His Worship, addressing defendant, said: I find the charge proved and you are convicted. As this is the first time you have been charged I shall deal leniently with you, and inflict what I consider a very lenient penalty upon you, to give you another chance. But you are a very troublesome person, and I warn you, and I want to impress this upon you that you must behave yourself for the future; for if you ever appear before me on any charge I will deal very severely with you; and will send you to a term of imprisonment with hard labour, without the option of a fine. You are warned, and you will pay a fine of \$7, or go to goal for 14 days, and enter into a personal bond for \$100 to be of good behaviour for twelve months.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 11th at 11.55 a.m. The barometer has risen in Japan, and is little changed elsewhere. Pressure is lowest over N. China, and highest over the N. part of the China Sea and the Pacific towards the Loochoos. Gradients continue slight, and light S. winds may be expected in the Formosa Channel and the N. part of the China Sea. Forecast:—light S. winds; fine.

HONGKONG & SHANGHAI BANKING CORPORATION.

HALF-YEARLY DIVIDEND.

We are officially authorised to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting a Dividend of £1.150 per share. Add to the Reserve Fund... \$500,000 and carry forward about... \$1,700,000

THE "TRAVANCORE" INQUIRY.

CAPTAIN GUILTY.

MASTER'S AND MATE'S CERTIFICATES SUSPENDED.

After four lengthy sittings and taking the evidence of thirteen witnesses, the Court of Inquiry, held in connection with the stranding of the sailing ship *Travancore* and the charges of incompetence subsequently preferred by the crew against the master, Capt. W. G. Chamberlain, concluded their investigation this afternoon. The Court is composed of the Hon. Captain L. A. W. Barnes-Lawrence, R.N. (President); Captain C. P. McCallum, R.N., H.M.S. *Tamar*; Captain H. Pybus, R.N., *Empress of Japan*; Captain St. John George, R.N., *Macquarie*; and Captain W. Gibbs, R.N., *Taiping*. Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist, represented Captain Chamberlain of the *Travancore*, and Mr. John Hays, of Messrs. Johnson, Stokes and Master, appeared for the owners.

Capt. R. Chenoweth, of the Chinese revenue cruiser *Likin*, was called and stated, in reply to the President, that at 8 p.m. on the 2nd June the crew of the *Travancore* came on board of his ship. The captain had previously boarded the vessel and informed him that his crew had refused to stay any longer on board of the sailing ship so that the men were allowed on the cruiser. About 10 p.m. the officer on watch on the cruiser told witness that the *Travancore* was afloat. There was a little difficulty in getting the men to go and assist their captain, but this might have been due to a heavy rainstorm which was passing, though he thought that under the circumstances the men might perhaps have been a little quicker. They were about fifteen or twenty minutes getting away. The crew made no attempt to get the second boat (which only had two rollocks) alongside, so he had to send two of his own crew to assist, and to tow the boat across. The men returned to the *Likin* when they found that the *Travancore* was not afloat and remained aboard until 6 a.m. the next day.

By Lieut. McCallum—There were eighteen men "all told" from the ship. He did not believe there was an officer with them. By Capt. Pybus—No request was made to him to rejoin the *Travancore*. He did not think the hawser had been run out from the ship in a proper manner. He thought the men were waiting for the rain before leaving the *Likin*; in fact, there was nothing unusual in regard to their conduct. Some men were worse than others. The ship's documents were brought aboard of the *Likin* on the afternoon of the 2nd June; but he knew no reason why the log book was not brought at the same time. By Capt. George—Captain Chamberlain told him, when he requested that the crew be permitted to go on the *Likin*, that the men were afraid the masts might come down; but did not mention himself that there was any immediate danger. When he saw the *Travancore* she had only one hawser out, but later on a second was run out.

By Mr. Wyllie, sailmaker, called on behalf of the captain, said he had been at sea for about 20 years; he joined the *Travancore* when she left England. On the early morning of the 31st May there was trouble with some of the crew on account of their drunken behaviour; the drink had been taken aboard by two men. He could not say whether Mitchell was sober or not when the ship left Hongkong. The captain was on deck.

"Was he at any time that morning any the worse for liquor?" asked Mr. Wilkinson. "No, sir," replied witness.

Have you at any time seen the captain the worse for liquor?—No, sir.

Never?—No, sir.

Did you see the captain fall that morning?—No, sir.

Did you see any of the men fall?—Yes, two or three men who had been drinking.

Who were they?—Murphy was one, and I myself fell, but I had not been drinking.

Why did you fall?—Because there were a lot of new ropes lying about.

Continuing, he said that on the voyage out from home the ship never once misadvised, and he looked upon her as a really good ship. On the morning of the 1st June the crew did not take much notice of any orders and looked as though they did not care whether anything was done or not. Ordinarily they would be smarter than they were then. Had the ship been smartly worked she might have come round then. He heard the captain say, "Hurry up, now, boys." When the ship misadvised there was a sort of panic among the men; everyone was talking and no one was listening. During the time the ship was ashore attempts were made to get her off and the captain was busy the whole time. When told to set the sails and square the main yards, the crew obeyed the former order but refused to do the latter and also to set the mizen top-sail. In fact one of them said "we are not going to set the sails; you can go and do it yourself." That was said to the captain. While on the *Likin* and when the men were ordered to return to the *Travancore* from Hongkong he heard the second officer say "We've fixed the old man; his ticket's gone."

Lieut. McCallum objected to such a statement being given as evidence and this was upheld.

Continuing, witness denied that the covers of the lifeboats were nailed down.

By the President—He thought his confidence as to the ship going about was misplaced. He was in a panic himself when the ship misadvised.

By Capt. Pybus—He was not as smart as the others in leaving the *Likin*; he was in the second boat.

By Capt. George—He did not know why the crew brought the charge against the captain. Williams and Ryan took the liquor aboard on the night before sailing. Witness was not invited to join the crew in their complaint about the captain.

By C. Mitchell—He (Mitchell) took the ship through the harbour on the morning that he

(witness) alleged he was drunk. Mitchell was in drink, but not drunk. Mitchell did not tell him to leave the ship and just as the ship was going ashore.

By Byrne—He had seen him take drink. He had never seen the captain drunk on board of the ship. He did not tell a man named Clarke, the night before leaving Hongkong, that the captain was "as full as an egg."

Mr. Wilkinson considered there was no evidence before the Court to warrant its finding the captain guilty of the charges brought against him. After the vessel went on the rocks the captain accused the men of cowardice, and this being so, naturally, the men were loth to go on a long voyage in the ship with these officers, and took the opportunity here afforded of bringing this charge in order to get quit of the ship and clear of their agreements. He would not suggest any deliberate act on the part of the steersman or men on deck to further their ends, but he would say that the charge was brought on the flimsiest grounds. He proceeded to review the evidence, and said that the captain was perfectly justified in relying on the vessel's doing what was required of her, as he knew the vessel and he knew her to be very easily handled, and had no reason to believe she would behave differently on this to other occasions. It was an impudent allegation on the part of the boatwain and carpenter to say that the male intended to scuttle the ship, and on that account their evidence was not worth a moment's consideration or credence. It was utterly improbable that he had any such intention he would have told these men of it. If a man intended to rob the office safe, he would not tell anyone of his intention, least of all any of the clerks in that office and these men were, in a manner, in the position of clerks. Again, if he had told these men of such an intention it is likely that they would have kept silent all this time? Mr. Wilkinson then spoke of the captain's testimonials which were excellent and covered a period between 16 and 17 years, and no corroborative evidence had been adduced that he had ever been seen under the influence of liquor; and, moreover, it was never alleged that on any other occasion he was under the influence of liquor. The most that could be brought against the captain was that he committed an error of judgment, but he was justified in being confident that the ship would go about without trouble, as she had done scores of times before. It was just possible that if he had dropped his anchor the ship might have been saved, but the captain had no reason to believe it was necessary, and it was one of those things that one can easily advise after the event! He would ask the Court not to find the captain guilty of the charges brought against him.

Mr. Hays then addressed the Court, ridiculing the idea of the captain's being drunk, or of the mate's ever intending to scuttle the ship, and informing the men of such an intention. The Court was then cleared to consider its decision.

THE FINDING.

Upon the Press being re-admitted it was announced that the Court had found the captain and chief mate guilty of careless navigation. The captain's certificate was suspended for nine months and the chief mate's for three months. The crew were ordered to pay the costs of the proceedings.

Further evidence taken before the Marine Court yesterday afternoon, and unavoidably withheld from our issue last evening was as follows:—

Mr. Byrne, able seaman, stated that he was at the wheel in the middle watch on the morning of the 1st June. For about an hour and a half the vessel would neither way nor stay. The chief officer was in charge of the watch. When witness went on deck at 7.45 on the 2nd, he came to the conclusion that the ship was too near the shore. The order was given by the master "hard a lee," in a proper manner. The order they expected after missing stays was "let go anchor," but they never got it. When the ship struck they were immediately ordered to the boats by the captain. The whole of the crew took to them, and they were hardly in when the captain came and sat on the rail, and asked them if that was what they intended to do. They went on board again, and he saw the chief mate on deck tearing the deck log and throwing it over the side.

By Captain Pybus—The log book was not wrapped up. He was employed cutting the starboard anchor when he drew the chief officer's attention to the captain who had fallen down on the poop. The chief officer said, "he was not supposed to notice that. Witness was present when the boat's pointed out to the mate the fact that the vessel was floating."

By Captain George—The man who called him in the morning said they had to turn out early to go about. The book the chief mate tore up looked like the deck log. Witness could not say that it was.

By Mr. Wilkinson—The carpenter told him that morning about the mate wanting to scuttle the ship.

The further hearing was adjourned until to-day with the above result.

DESPERADOES IN DEEP BAY.

A PIRATICAL ATTACK.

It is a well-known fact that many bad characters infest the shores of Deep Bay and frequently give considerable trouble to the authorities. Notorious characters who live by what they can steal, and pirates who find a safe anchorage in the shallow waters off the Canton River are often seen prowling about the Bay awaiting an opportunity to plunder, or even to hold up some unsuspecting craft, coming down the little waterways from the mainland. A most daring instance of this has just come to light and shows the barefaced manner in which some of these ruffians set about their work. On the night of the 4th inst. a junk trading between Samchun and Tungkuo was coming down the river at the head of the bay in company of a smaller cargo boat bound for Hongkong, when a sailing craft sped out from the banks and made straight for the ship that was coming to this point. Arriving alongside of her some dozen armed men sprang out of the sailing boat and boarded her, ordered the crew below and proceeded to search for valuables. Unfortunately for them the cargo boat was empty and the value of the loot they secured did not total much more than \$15. Meanwhile the sailing craft had been anchored and taking charge of the cargo boat the robbers made off in the direction of the junk proceeding to Tungkuo. They did not take long in overhauling her, and once alongside she was quickly boarded, the crew ordered below and kept there under battered hatches. The master was then interrogated and during a struggle which ensued sustained a nasty sword cut. He was forced to reveal the whereabouts of the valuables so that when the robbers left they took with them \$500 in cash, about \$200 worth of cocoons, silk cloth, and various odds and ends totalling close upon another \$100. The master subsequently reported the occurrence at the Sanin station, and the matter is now in the hands of the Hongkong detective department who may be relied upon to do their utmost to bring these desperadoes to book.

E L E G R A M S.

"HONGKONG TELEGRAPH" SERVICE.

CAPTAIN BOUGOUIN SENTENCED.

TEN YEARS' IMPRISONMENT.

[From Our Own Correspondent.]

Shanghai, 11th July, 10.10 a.m.

Captain Bouguin, who was found guilty on a charge of espionage in Japan, has been sentenced to ten years' major penalty imprisonment.

[Captain Bouguin, one of the best-known Frenchmen resident in Japan, joined the French legation as military attaché at Tokio in 1876, and is said to have inspired such a high regard and such confidence with the Japanese General Staff that he was employed as an instructor of the army of the Mikado. He filled this office to the entire satisfaction of the Government, and when he retired he remained in the immediate environs of Tokio and gave himself up entirely to industrial interests which he had the agency. The relations which he had enjoyed with the Japanese Government, his former position, and his perfect courtesy brought him special authority, and few Europeans were as well received in all quarters of the capital. When the war broke out Captain Bouguin entered into relations with the French Press, which congratulated themselves upon finding out there a correspondent so well advised on the affairs of Japan. He sent many contributions to *Le Petit Parisien* and *Le Liberté* and also furnished those journals with many photographs and various notes. From information which came to the ears of the Japanese police Mr. Bouguin's house was searched and outlines and rough notes on the war were found and seized. The preliminary examination of the captain and Maki, his Japanese employee, took place a short time ago, when they were found guilty of divulging military secrets, but sentence was deferred. The Englishman, Mr. Strange, Capt. Bouguin's interpreter, was released on the ground of insufficient evidence.—*Ed. H.K.T.*]

PROMINENT SHANGHAI MUSICIAN

DROWNED WHILE BATHING.

[From Our Own Correspondent.]

Shanghai, 11th July, 10.10 a.m.

Signor Valenza, the violinist and conductor of the Shanghai Operatic Society, was drowned while bathing at Hongkew yesterday evening.

THE INTERNED "ASKOLD."

SAILORS INSUBORDINATE.

BLUEJACKET IMPRISONED.

[From Our Own Correspondent.]

Shanghai, 11th July, 12.30 p.m.

The sailors of the interned Russian cruiser *Askold* have lately been inclined to acts of insubordination. One bluejacket has been tried and sentenced to be imprisoned for two years and six months.

The Russian officers are very reticent over the whole affair.

S.S. "MINNESOTA"

HELD UP IN JAPAN.

The s.s. *Mongolia*, which arrived here this morning, bringing the American mail, brings also a curious story about the s.s. *Minnesota*, which left here some three weeks ago, for the purpose of docking in Nagasaki. The story is to the effect that all the cleaning and painting of this vessel being completed, all was made ready for her leaving the dock, and re-entering the harbour, preparatory to her continuing on her voyage to San Francisco, but as she left the dock she ran into a number of Japanese boats, some of which were at anchor, and some under way near the entrance to the dock, sinking several, and drowning, as it was reported at the time of the s.s. *Mongolia* leaving, between 30 and 40 Japanese. The matter being reported to the authorities the *Minnesota* was at once placed under arrest, pending inquiries into the cause of the occurrence, in order to place the blame and responsibility for it where it properly belongs. When seen to-day by a representative of the *Hongkong Telegraph*, the agent of the s.s. *Minnesota*, the *Nippon Yusen Kaisha*, stated that, while they had not received any advices regarding this affair, they had been advised that the vessel was delayed in Nagasaki, and that the date of her departure was uncertain, and in the absence of any details had put the delay down to the idea that her docking required more time than they had at first thought. They were, therefore, unable to furnish any further information on the subject.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Chinglu*) 13th inst.
English (*Coromandel*) 13th inst., 6 a.m.
Canadian (*Athens*) 18th inst.
German (*Prinz Heinrich*) 18th inst.
American (*China*) 19th inst.
Canadian (*Empress of China*) 24th inst.
German (*Prinz Sigismund*) 31st inst.

The Imperial German Mail s.s. *Prinz Sigismund* left Sydney on Saturday at 2 p.m., and may be expected here on 31st inst.
The C.P.R. Co.'s s.s. *Tartar* arrived at Nagasaki at 7.30 a.m. on 11th inst. and leaves again at 3 p.m. same day for Kobe where she is due to arrive at 5 a.m. on 13th inst.

TELEGRAMS.

[Official.]

JAPANESE RE-OCCUPY SAGHALIEN.

RUSSIA'S BLIGHT RESISTANCE.

Mr. M. Noma, Consul for Japan, kindly forwarded to us the following telegrams:—

Tokio, July 10, 2.55 p.m.

The official report of the Saghalien landing army states that our army occupied Korsakov early on the morning of the 8th inst., without much resistance.

The Russians burnt the town of Korsakov, and retired to the position near Soloivka (about seven miles north of Korsakov), where they again attempted the resistance, but, being dislodged by our pursuing force, retired towards Vladimirovka (about 22 miles north of Korsakov).

In this engagement we captured four guns and some quantity of ammunition. No damage sustained on our side.

Tokio, July 10, 5.56 p.m.

Admiral Kataoka reports that our squadron arrived at Saghalien waters at daybreak of the 7th inst., and after sea-clearing operations, our transports and a part of our squadron approached to the coast. Our combined naval detachment then landed and, without resistance, occupied the position as previously determined. Thereupon a part of our army also landed and relieved our naval detachment. Meanwhile, the enemy's fort on the height south of Korsakov opened fire at our ships which were engaged in clearing the sea, but the latter successfully effected the operations as prearranged. No damage was sustained by our squadron.

At early morning of the 8th inst. three warships and two destroyers were despatched to assist the movement of our army in occupying Korsakov, but they found that Korsakov was already occupied by our army. At 2 p.m. our destroyers entered Chitose Bay, which was formerly called Rososel Bay, when the enemy opened a vigorous fire with field guns, which, however, were finally silenced.

TOGO AGAIN ACTIVE.

Tokio, 11th July, 1.55 p.m.

Vice-Admiral Kataoka reports that two cruisers and four torpedo-boats, under Rear-Admiral Togo, with troops on board, were despatched to the Kondo promontory (south-western corner of Saghalien) on the 10th instant.

After a demonstrative bombardment the squadron landed the naval detachment and occupied the promontory.

The lighthouse and buildings were found in a good condition.

[Reuter's.]

The "Kniaz Potemkin."

LONDON, 9th July.

The *Kniaz Potemkin* has surrendered to the Roumanian Government.

Later.

Two Russian warships have taken charge of the *Kniaz Potemkin*, at Kusteni.

The University Cricket-Match.

Cambridge beat Oxford by 40 runs.

Prince Arisugawa in England.

Prince Arisugawa yesterday visited the Wallace collection of pictures; otherwise he passed a quiet day.

The Japanese in Saghalien.

The Japanese landed a force in Saghalien on the 7th instant; the Russians after a slight resistance retired northward.

[The following account of the use Russia has been making of the island, which recently appeared in an American paper, may be found of interest:—Saghalien is an attenuated island lying off the eastern coast of Siberia, in the Sea of Okhotsk. Russia has used it as a penal colony since 1869. Among the people of Russia it is called the Isle of the Lost. It is well named by them. No person who is sent to this island ever returns. The government apparently desires to add to this impression of hopelessness by preventing, as far as possible, any description of the life lived here from reaching the people. It would have an atmosphere of gloom hang over the island. It would have exile to this forsaken spot mean the crossing of a yawning gulf into a world from which no word can return. There a false passport is not worth the trouble of writing it. Passport or no passport, it makes no difference. A few foreigners have been able to spend a short time on the island in recent years. It has usually been difficult to secure pictures of the life there. Only those who are sentenced to penal servitude for life because of some great crime, personal or political, are sent to Saghalien. The prisoners are not great stone dungeons, such as those to which the American is accustomed. They resemble barracks, or great ware-houses. The stockades around the portion devoted to the incarceration of the most violent of the criminals, if constructed around an orchard, would only add to the fun of stealing the apples for an American boy. Leaving the prison, however, is like jumping from the frying pan into the fire, so the temptation to do so is not great. The male prison is divided into three parts. One is for the privileged convicts. The workshops and cells for the best behaved prisoners are here. The good conduct prisoners, who are permitted to go outside in the day to labour, occupy the middle part. The northern quadrangle is surrounded by a strong stockade and overlooked by a watch tower. There are kept the most desperate criminals, who wear "horns" weighing fourteen pounds. All the prisoners are kept there through the first year of their incarceration.—Ed. A.K.T.]

The Morocco Question.

It is announced that a Franco-German agreement has been reached regarding Mo-

rocco. It is stated in Paris that Germany recognises the exceptional position of France on the Algerian frontier.

[N. C. D. News.]

Skirmishes in North Korea.

Tokio, 4th July.

It is officially announced that in the North Korea, about four hundred Russian cavalry with artillery appeared at dawn on Sunday near Noromok, 22 miles north of Yuyong, and were immediately repulsed northward.

A detachment of Japanese cavalry was sent to make a detour far to the north to cut off the retreat of the Russians. They encountered the Russian cavalry fleeing from near Noromok while they were attacking the infantry on the north-western height of Houthungsi, fourteen miles north of Yuyong, and took some spoils.

Skirmishes in Manchuria.

Tokio, 4th July.

In Manchuria, six hundred Russian cavalry, who were approaching Iminho, on the right bank of the Liao, thirteen miles north-east of Kangping, were repulsed on the morning of Saturday.

Fifteen hundred Russian cavalry were attacking Shishiku, eight miles north-west of Iminho on the morning of Saturday. The engagement lasted till dawn on Sunday, when the Russians were repulsed. The Japanese had ninety casualties, the Russians over four hundred.

There were collisions between scouts at other places.

A QUESTION OF JURISDICTION.

AMERICAN JUDGMENTS IN HONGKONG COURTS.

The Chief Justice, Sir Francis Pigott, sitting in Original Jurisdiction to-day, heard argument in an action at the instance of Robert Smith, marine engineer, Seattle, against William Dunbar, trader, carrying on business at Beaconsfield Arcade, Hongkong. The plaintiff stated that in 1904 he obtained judgment in the Circuit Court of Multnomah, Oregon, U.S.A., against defendant in the sum of \$1,707.73 gold. He now claimed the recovery of that sum, with interest at the rate of 6 per cent. from 31st December, 1897, and \$50.45 gold as costs. The issue now before the Court was as follows:

"Is the plaintiff entitled to have the judgment of the Circuit Court of Oregon in the United States of America enforced by the Supreme Court of Hongkong against the defendant, who is a British subject, and who was absent from the United States of America at the commencement of and throughout the action in which the said judgment was given, and who has not submitted in any way to the jurisdiction of the said Court in the said action?"

Mr. H. G. Cathrop, of counsel instructed by Mr. F. P. Heit, of Messrs. Britton, Heit and Goldring appeared for the plaintiff; Mr. H. E. Pollock, K.C., instructed by Mr. C. F. Dixon appeared for the defendant.

After hearing argument the Court reserved judgment.

HONGKONG POST OFFICE MALIGNED.

A JAPANESE ALLEGATION REFUTED.

The Hongkong Post Office officials already have so many sins of omission and commission charged against them that when a baseless accusation is launched it becomes almost a public duty to stand up for the weak and defenceless. The *Japan Chronicle* of recent date declared that the Hongkong Post Office had "held up" the mails from abroad, and it proceeded to give particulars. It stated that the Australian mail for Japan arrived at Hongkong by the N.D.L. steamer *Prins Waldemar* on the 19th June and was taken ashore with the mails for China. Then, it alleged, although the Post Office officials knew that the steamer would leave in twenty-four hours she was allowed to depart without any of the Australian mail she carried for Japan. The result of this heinous offence was that the merchants in Japan who had cargo consigned to them from Australia were unable to obtain delivery of their goods, because the mail containing the bills of lading and shipping documents had not arrived. The paragraph continued: "Should the mail not reach Japan within the next day or two consignees will be unable to get their documents presented at the Customs before the 30th inst., and it is thus probable that cargo which would have been landed under the old Customs Tariff will have to pay the increased duties which take effect from the 1st proximo." Now linking these allegations with the fact that the Hongkong Post Office has been traduced and maligned by our Japanese contemporary, and that the Post Office officials have a complete and excellent answer to each and all of the charges. It is admitted to begin with that the *Prins Waldemar* brought mails from Sydney and Brisbane. These mails were enclosed in the bags for Hongkong and naturally were taken ashore to be sorted here. All the mails for Japan, including the Australian mails, were sent on board the *Prins Waldemar* next day for Kobe, the first port of call. So that the indictment is wrong on the count that the Hongkong Post Office allowed the *Prins Waldemar* to leave without the Australian mails for Japan. But not content with merely saying that the Japan mails were all sent on by the *Prins Waldemar* on the 20th ult., the Post Office authorities go further and contend that if merchants in Japan failed to get their bills of lading and shipping documents, that was simply due to the fact that the people in Australia had not sent them on. In other words the Hongkong Post Office officials have a fine non possumus plea. If merchants in Japan had or have to pay the increased Customs duties let them not blame the Hongkong Post Office, which on this occasion is immaculate, but trouble the postal authorities of Australia for it is they and they alone who are apparently at the bottom of the trouble. That is, of course, always on the assumption that the Australian shippers posted the necessary bills of lading, etc. How feeble and carping appear the criticisms of the Japanese press when this beautiful refutation of a calumny is taken to heart. "Complaints have frequently been made to the Post Office at Hongkong regarding the way the mails in transit are detained," says the Japanese critic, "but the Post Office there is apparently beyond the reach of criticism and continues to display the most extraordinary lack of judgment, to say nothing of common-sense." That might be all very well if the alleged facts were correct, but as the Hongkong Post Office has shown they are hopelessly wrong. And this is no official denial either; it is a case of mistaken identity, in which the Hongkong Post Office has come out topside.

EXTRADITION OF CHINESE SUSPECTS.

IMPORTANT JUDGMENT.

The Full Court delivered judgment to-day in the matter of the extradition of a prisoner named Wong Ka Cheung.

The Chief Justice, Sir Francis Pigott, read the judgment of the Court as follows:

On the hearing of the application for a *Habeas Corpus* before me on June 6, I referred for argument before the Full Court the second, fourth and fifth points which had been raised on behalf of the prisoner: these points were argued on June 29. The second point was that the prisoner's surrender, though asked for an extradition crime, had in fact been made with a view to try him for an offence which is not an extradition crime (Article 4 (1) of the Ordinance). On this point the first difficulty which arose was with regard to the meaning of the expression "in fact with a view." The learned Attorney General conceded that this question was governed by the ruling in *Aston's case* (1895-1 Queen's Bench 108). All questions of *male fides* on the part of the foreign government being put aside, under the English Act the ulterior object of the government to prosecute the person extradited for a political offence may be shown. So, under the Hongkong Ordinance, the ulterior object of the foreign government to prosecute the person extradited for a non-extraditable offence may be shown.

In order to prove the ulterior intention in the present case the proclamation of the Brigadier General at Tso Kung in Kwong-tai province was put in. It may, I think, be legitimately argued from this document issued in order to assist in the work of exterminating bandits from certain villages that although the extradition of Wong Ka Cheung was only demanded for one crime of armed robbery, yet it does show the ulterior intention of the Chinese Government of punishing him, when they have got him, as a bandit. But a bandit obviously means a person who has been concerned in more than one armed robbery. The ulterior intention, therefore, if it exists is to try the man for other extraditable offences than the one for which his extradition is demanded; but not for other non-extraditable offences. If this indeed be the ulterior intention, it is fully covered by the provisions of Article 4 (3), which provides that before the extradition is granted an engagement shall be given by the Chinese Government that the prisoner shall not be tried for any offence committed before his surrender other than the extradition crime for which his surrender is demanded. The second point therefore falls to the ground. The fourth point was that the prisoner's guilt had not been proved as required by Article 23 of the Treaty of Tientsin. On this point I have already indicated the many doubts which I felt in my former judgment; but the solution of them is somewhat easier than I at first anticipated. In the first place I accept the learned Attorney General's argument that the words used in Article 21 of the Treaty "on proof of guilt" cannot, from the reason of the thing, bear the rigid meaning that the prisoner is to be found guilty. For, in the first place, the trial is to take place in China, and the proof of guilt will be these required according to Chinese law. In the second place the trial is not to take place in Hongkong, either under English or Chinese law, and the man will not be punished in the Colony. It would be impossible, therefore, to determine by what law he was to be found guilty. The only possible interpretation of the words is that the Colonial authorities who are entrusted with the proceedings in Hongkong are to be satisfied that the prisoner is guilty. The magistrate is the authority charged with the inquiry and the evidence before him, under Article 19, is to be such as would justify the conviction of the fugitive criminal for trial at the Supreme Court, if the crime of which he is accused had been committed in the Colony. I have already indicated that there appears, on the face of this provision, to be a variance between the Treaty and the local law; for a magistrate can only discharge, not acquit or commit for trial but not find guilty. But Article 10 of the Extradition Ordinance must clearly be read subject to Article 76 of the Magistrate's Ordinance, No. 3 of 1896, and by the second part of that article the magistrate is to commit a prisoner if in his opinion the evidence is sufficient to put the accused upon his trial for an indictable offence, or if the evidence given raises a strong or probable presumption of the guilt of the accused. This provision is copied verbatim from the English Act, 11 and 12 Vict., c. 42, s. 25. What the precise distinction between the two alternatives is I have not to inquire, and the books do not throw much light upon it. It is sufficient to say that the second condition for commitment for trial does exactly fit in with the duty required of the Colonial authority by the Treaty. If the first condition had stood alone it would have been necessary to have gone into the question of ultra vires, suggested in my previous judgment. But it does not, and we are, therefore, relieved from the duty of deciding a most troublesome point of law. Had it been necessary for us to do so we should have received much assistance from the learned Attorney General's argument. The Magistrate expressed the opinion that the prisoner was guilty. It is impossible to say that in doing so he was not acting in compliance with the law. But in future I think it would be better for the Magistrate to adhere rigidly to the words of Article 76, and to say whether or not the evidence given raises a strong or probable presumption of the guilt of the accused. The fourth point, therefore, falls. On the fifth and last point Mr. Fenners admitted that the cases were too strong for him to contend that this Court could review the Magistrate's decision as to facts. The law is too clearly established for this point to be raised. He contended, however, that under Article 15 of the Magistrate's Ordinance, the Magistrate ought to have heard the complainant—who was, he said, the Chinese officer in charge of the case. But Article 15 is in Part II of the Ordinance, which deals with "Procedure in respect of Summary Offences." There is no such provision in the part which deals with indictable offences. The fifth point therefore, also falls. All the points which the ingenuity of Counsel has raised on behalf of the prisoner have thus been overruled. All of them were well worthy of consideration; some of them of considerable difficulty. The sum and substance of this decision is that while there have been some deviations from what I consider to be the strictness of practice which the law requires, none of them has been sufficiently serious to warrant the procedure being set aside. The writ of *Habeas Corpus* is therefore discharged.

The Attorney General (the Hon. Sir H. S. Berkeley) with Mr. H. E. Pollock, K.C. (instructed by Mr. F. B. L. Bowley, Crown Solicitor) appeared for the Crown; Mr. H. N. Ferrers, of Counsel, represented the prisoner.

NAVAL NOTES.

STRANDING OF THE "EKE."

[From Our Naval Correspondent.]

Waihaiwei, and July.

The Fleet regatta takes place on the 18th inst.

H.M.S. *Diadem* is expected here from Hongkong in the course of a few days.

H.M.S. *Glory* will probably leave here on the 23rd inst. for Hongkong on route for England.

In the middle of this month H.M.S. *Flora* will go into commission to relieve the *Sirius* and *Iphigenia*.

During a strong southerly breeze on the morning of Thursday, the 29th ult., the torpedo boat destroyer *Eke* parted her moorings and was blown on to the beach. The *Whiting*, being under steam, was ordered to proceed to her assistance, and whilst endeavouring to tow her off collided with a picket boat, belonging to the *Glory*, and knocked a whole in her side, which, in a few minutes, rendered the craft *hors de combat*, with the result that she was quickly washed up on to the beach close under the bows of the *Eke*. All efforts to move the destroyer proved futile and as the tide went down the boat was left high and dry. During the afternoon the wind abated and parties were set to work to remove her guns and all heavy weights aboard. Between 7 and 8 p.m., a Government tug succeeded in towing her off. Fortunately that part of the beach where she grounded was sandy, and the destroyer sustained but little damage. The picket boat did not fare so well and some time must elapse before she is fit for use again.

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held this afternoon in the Board room.

THE PRESIDENT moved:—"That the Board hereby authorize Dr. W. W. Pearce, Dr. H. Macfarlane, Dr. W. Moore and Mr. A. Gibson to enter any shop or premises used for the sale or preparation for sale, or for the storage of food, to inspect and examine any food found therein which he shall have reason to believe is intended to be used as human food, and in case any such food appear to be unfit for such use, to seize the same in accordance with section 83 of the Public Health and Buildings Ordinance No. 1 of 1903."

INSPECTORS OF NUISANCES. Correspondence relative to the appointment of all existing Sanitary Inspectors to be Inspectors of Nuisances under the Sale of Food and Drugs Ordinance, 1896, was laid on the table.

OPEN SPACES. An application was submitted by Messrs. Palmer and Turner for a modification of the requirements of section 138 of the Public Health and Buildings Ordinance, in respect of Nos. 70, 72, and 74 Queen's Road Central. The applicants stated, in order to conform with the requirements for open space, a considerable portion of the site on which buildings now stood must be given up for open space, and thus it was proposed to pull down all the buildings on the block, portion of which includes the "New Traveller's Hotel," and rebuild the same. These premises are three-storeyed buildings, but to make up for the loss for open space the applicants sought the Board's recommendation that they be allowed to rebuild them to a height of four-storeys, and to be allowed a depth of 50 feet for the ground floor, instead of 40 as provided by the Ordinance.

The Medical Officer of Health minutes: "I agree as to verandahs being confined to the height allowed by the Ordinance—that is not to be carried above three-storeys high. As regards depth of ground floor shops, one of them is a corner building lighted from Pottinger Street, and another comes opposite the backyards of houses facing on Pottinger Street. If the roof of the latter houses were differently arranged it would improve the lighting of the middle shops, and I think the 50 feet depth could be sanctioned for all of them." Mr. A. Rumjhan minutes: "Adopt the views of the M. O. H."

PUBLIC WATER. The Government Analyst reported on samples of water drawn from fountains in Chater Road, Hollywood Road, Pumping Station, Borham Road, and at Yau-mai, all of which he found to be of excellent quality.

EXAMINATION OF FOOD. The Government Analyst submitted a report on samples of beer and milk examined by him, in which he found all the beer—six bottles genuine, and of eight bottles of milk one was adulterated.

Mr. H. E. Pollock, K.C., asked if there had been a prosecution in the case of the adulterated milk, and if so, with what result? The Hon. the President said there had, and a fine of \$200 was inflicted.

LIMEWASHING. Since last report 381 houses had been lime-washed and cleaned under the superintendence of the Sanitary officials.

COMMERCIAL.

SHANGHAI FREIGHT.

Writing on the 6th inst. Messrs. Wheelock & Co. state:—The homeward freight market still remains very dull, about the only cargo going forward being transhipment cargo.

Consignment—This market still remains very weak, and there seems to be no prospect of improvement for some time to come. There is almost nothing doing on the coast or river in spite of the very low rates obtainable, and from Japan there is hardly any coal to be shipped.

To-day's Advertisement.

NOTICE.

WE have authorized Mr. D. J. PETI-GURAH to sign our Firm from this date.

R. S. WOODWALL & Co.
Hongkong, 11th July, 1905. [733]

To-day's Advertisements.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$3.50 per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 11th July, 1905. [734]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and Seventy-five Cents per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 27th instant, (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,
General Agents for the West Point Building Co., Ltd.
Hongkong, 11th July, 1905. [735]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on

THURSDAY,
the 13th July, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
SUNDRY HOUSEHOLD FURNITURE, ELECTRIC POCKET LAMPS and BATTERIES; PICTURES, PHOTOGRAPHIC CAMERAS and APPARATUS, JAPANESE CURTAINS, RICKSHAS, CLOCKS, &c., &c.;

ALSO
One GURLEY LIGHT MOUNTAIN TRIP with Solar Attachment and Tripod, 3 SEXTANTS, One AMERICAN SAFE by New York Export and Import Co., One MANDOLIN and One ELECTRIC FAN.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 11th July, 1905. [736]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MAZAGON,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

I. S. LEWIS,
Acting Superintendent.
Hongkong, 11th July, 1905. [737]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "PLEIADES,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBÉ AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 11th July, 1905. [738]

P. RTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NUMANTI,"
FROM PORTLAND (OR), YOKOHAMA, KOBÉ AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.
Hongkong, 11th July, 1905. [739]

THE DAIRY FARM CO., LIMITED.

WE RECOMMEND A TRIAL.

OR

MARLENE.

THE BEST SUBSTITUTE.

FOR COOKING BUTTER.

PRICES:

40 Cents per 1 lb. Print.
20 " " " "

Hongkong, 11th July, 1905. [740]

Intimations.

ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY

IMPLICITLY ON GETTING

FROM US

PIANOS

OF THE

HIGHEST CLASS

EMBODVING THE VERY BEST

MUSICAL AND WEARING

QUALITIES,

AT

MODERATE PRICES.

OUR CLIENTS HAVE THE

ADVANTAGE OF OUR

30 YEARS' EXPERIENCE AS

EXPERTS,

DEVOTED

EXCLUSIVELY

TO THE PIANO TRADE.

WE ARE BY FAR THE

LARGEST IMPORTERS

AND

MANUFACTURERS

IN CHINA, AND STOCK THE

GREATEST VARIETY

OF MAKES.

Hongkong, 8th June, 1905. [741]

THE

"BURLINGTON."

2, PEDDER'S STREET,

OPPOSITE THE HONGKONG HOTEL.

DRESSES AND HATS

OF THE

LATEST FASHION

MADE ON THE SHORTEST NOTICE

AT MOST

REASONABLE CHARGES.

A Very Large Assortment of

MUSLINS, LACES (French),

THE END OF THE CRUISER
"TAKASAGO"

AN INTERESTING STORY.

After the great naval battle on August 10th last outside Port Arthur, the remaining ships of the Russian squadron at Port Arthur, took shelter deep in the harbour, only one or two of the vessels occasionally venturing out. The Japanese fleet maintained the blockade of Port Arthur, the main force remaining at the third advance base. The fast second-class cruiser "Takasago," of 4,200 tons and 24 knots, completed repairs at Kure City in December 1904, and proceeded direct to the Pechili Gulf to resume her blockade service. She steamed twice along the coast of the gulf, and in the forenoon of December 11th she arrived at a certain point at the entrance of the Gulf, to coal. It was snowing hard at the time, with a piercing northerly wind and high seas, and the coaler did not arrive at the time appointed. On the following day the cruiser visited the same place and waited for the coaler, but the stormy seas had evidently prevented the vessel from keeping the appointment, and the "Takasago" was compelled to drift during the day in order to save coal and to steam slowly at night. Shortly after 12 o'clock midnight on the 12th December, with only the watch on deck, the cruiser was slowly steaming on the east of the group of islands at the entrance to the Gulf, 25 miles south of Port Arthur, when a terrible explosion took place on the portside, sending a cloud of water high in the air. It was evident the cruiser had struck a mine at the water-line amidships, and through a large hole, about six feet square, tons of water were rushing with tremendous force. In a very short while the ship listed heavily to port. Captain Ishibashi quickly mounted the forebridge, and Commander Nakajima second in command, at once gave orders to try and check the inrush. The collision masts were got out, boats were lowered, and all measures taken to save ship and crew. All the efforts made, however, were of no avail, although coal, ammunition, and other heavy articles on the portside were jettisoned to lighten the war-ship. The list increased and it became apparent that the cruiser must shortly sink. Fifteen minutes after the mine struck the electric light was suddenly extinguished, the only light that remained being that on the bridge. It was found the boats on the starboard side could not be lowered on account of the heavy list to port, and only a lifeboat, always ready, could be lowered with difficulty. On the portside the steam-launch was smashed and useless, and only a cutter and a launch were serviceable. These three boats being lowered, the fixed number of men entered them, no one else attempting to leave the doomed ship. Forty-two minutes after midnight the disaster was communicated to the fleet by wireless telegraphy.

The end was now very near. Captain Ishibashi on the forebridge assembled the 500 officers and men still on the vessel and announced that everyone should place a lifebuoy on and remain on board as long as the ship was afloat. A dead silence followed this brief order. Every man was determined to die with his ship.

An hour after midnight the clear notes of the bugle were heard. All on board joined in singing the "Kimigayo," after which Captain Ishibashi led in three "banais" for the Emperor, and cheers for the Empire and Navy, followed by the song of the "Brave Sailors." The singing took about seven minutes. The men were now allowed to smoke, and soon the strange sight was presented of officers and men seated in all parts of the ship smoking and quietly waiting for the ship to go down. Round about them was darkness. The seas were higher than before, the snowstorm had increased, and the cold was intense. An hour and eight minutes after the mine struck the last moment came. Suddenly the vessel assumed an upright position and then plunged beneath the waves.

Five hundred officers and men were struggling in the water. The three boats which were lowered and endeavored to save as many men as they could, but they themselves were in great peril, and practically helpless in the gale. Presently through the darkness the flash of the searchlight told that help was approaching in response to the telegraphic message. In a few minutes the dispatch-boat "Oiwake" had arrived and was doing what she could to rescue the living. In a very short while three boats from the "Oiwake," assisted by the three boats of the "Takasago," had rescued 430 officers and men, including Captain Ishibashi. Of these a number subsequently died from exposure. Two hundred and sixty officers and men met the fate they had faced calmly when waiting for the war-ship to sink.—*Japan Chronicle.*

WHEN IS A WOMAN OLD?

Notwithstanding the abundance of discussion, serious and otherwise, during the last few weeks, as to an age-limit of the usefulness of men, the newspapers have kept a chivalric silence as to the age at which women should be retired from active service, observes the *Youth's Companion*. There are certainly some offices which they would have to leave undone if they were to be laid aside when they reach the age of forty.

For example, there is the art of being a grandmother—one of the most agreeable and useful of a woman's accomplishments. It has the joys of motherhood without its responsibilities. The grandmother at forty is only the beginning of a grandmother. At sixty she has a small store of whooping-cough and college 'scrapes' and love affairs and weddings on which she may draw on occasion requires. But at eighty the accumulation is really splendid, and yields a new pressure for each grandchild.

There is no advice which so commends itself to the boys and girls as the advice of the right sort of a grandmother—sympathetic without feebleness and courageous without sternness or narrowness.

The grace and the repose of the grandmother preserve ideals for the younger generation which the strenuous demands of the world too often force the mother to neglect. The art of staying at home and yet keeping a travelled mind and spirit is not acquired before seventy. Travels beside a fireplace are grandmother's cure for restlessness, as well as for ignorance.

"What are you going to do with your leisure?" asked a friend of a woman of seventy, who was resigning some of her lifelong duties to other hands.

"I am going to have it," replied the wise old woman, "and that will be enough pleasure for the next ten years. By that time I may want to do something else with it."

Plainly she did not need to be pushed off the stage at a fixed age.

Shipping.

Arrivals.

Takase, Br. s.s. 977, McClure, 9th July.—Wuhu 5th July, Rice.—J. M. & Co.
Rubi, Br. s.s. 1,619, A. H. Nottley, 10th July.—Manila 8th July, Gen.—S. T. & Co.
Pleides, Br. s.s. 2,042, F. G. Purinton, 10th July.—Manila 8th July, Gen.—D. & Co., Ltd.
Chowfa, Ger. s.s. 1,055, F. Spiesen, 10th July.—Bangkok and Swatow 9th July, Rice and Wood.—B. & S.
Taintau, Ger. s.s. 1,006, O. Koch, 10th July.—Bangkok 1st July, Rice and Gen.—B. & S.
Keemun, Br. s.s. 3,727, R. Conradi, 10th July.—Singapore 5th July, Gen.—B. & S.
Eva, Nor. s.s. 1,926, Salvesen, 10th July.—Cardiff 17th May, Coal.—Order.
Manche, Fr. s.s. 3,400, Norward, 10th July.—Haiphong 7th July, Gen.—M. M.
Numantia, Ger. s.s. 2,804, H. Bremer, 10th July.—Mojil 5th July, Gen.—P. & A. S. S. Co.
Tonkin, Fr. s.s. 3,084, A. Charbonnel, 11th July.—Marseilles 11th June, and Saigon 8th July, Mails and Gen.—M. M.
Mongolia, Am. s.s. 8,750, W. P. S. Porter, 11th July.—San Francisco 7th June, Honolulu 11th, Yokohama 27th, Kobe 28th, Nagasaki 5th, and Shanghai 8th, Mails and Gen.—P. M. S. S. Co.
Iphigenis, Br. cruiser, 3,600, W. B. Fawcner, 11th July.—Singapore 6th July.
Falma, Br. s.s. 4,913, G. W. Cockman, 11th July.—Mojil 6th July, Gen.—P. & O. S. N. Co.
Tijlajap, Dut. s.s. 2,495, H. Koops, 11th July.—Macassar 2nd July, Gen.—J. C. J. L.
Hatching, Br. s.s. 1,267, A. E. Hodgins, 11th July.—Fochow via Amoy and Swatow 10th July, Gen.—D. L. & Co.

Clearances at the Harbour Office.

Haitan, for Swatow.
Hongkong, for Haiphong.
Palma, for Manila.
Hanoi, for Hoihow.
Jacob Diederichsen, for Hoihow.
Amico, for Haiphong.
Tonkin, for Shanghai.
Ping On, for Haiphong.
Lightning, for Singapore.
Zam, for Manila.
Tijlajap, for Singapore.
Glenlogan, for Shanghai.

Departures.
July 10.
Takase, for Canton.
July 11.
Oceanic, for Europe.
Andres Rickmers, for Swatow.
Glaucus, for Singapore.
Haitan, for Coast Ports.
Zungshing, for Canton.
Zonkin, for Shanghai, &c.
Shanghai, for Shanghai.
Hongkong, for Haiphong.
Amico, for Haiphong.
Zam, for Manila.
Lightning, for Calcutta.

Passengers arrived.

Per Keemun, from Singapore—220 Chinese.
Per Rubi, from Manila—Mr. and Mrs. J. G. Messrs, Goulter, J. B. Green, A. M. E. E. A. Anderson, A. D. Walk, H. J. Black, Major S. D. Rothenbach, U.S.A., Capt. G. S. U.S.A., Mr. A. Caldwell, Judge R. M. Ditty, Messrs. Tse Hoon Chai, F. Go Tui, and 170 Chinese.
Per Mongolia, from San Francisco—Mr. and Mrs. Barnes and infant, Messrs. A. E. McFarland, S. R. Guthrie, G. B. Kimball, Mrs. E. Neely, Mr. and Mrs. A. K. Resner, Messrs. J. W. Towne and A. G. Crane from Honolulu.
Per Amico, from Yokohama—Mr. H. Heleker, Capt. R. H. Cuts, U.S.M.C., Mr. J. C. Craig, and Mr. and Mrs. J. C. McCaskey, from Kobe—Mr. F. E. Shaw, Mrs. I. E. Carter, Miss M. E. Carter, and Mr. G. E. Dow, from Nagasaki—Mr. D. le Roy Topping, from Shanghai—Messrs. W. S. Davidson, C. W. Frankel, E. Freyhu, H. E. Chau Tung Shang, Mr. To Fang Yu, and 188 Chinese.
Per Tijlajap, from Macassar—Messrs. Brinderson, Tette and Weisberger.
Per Hatching, from Coast Ports—Lieut. C. J. Hughes, Messrs. Bolles, Castro, Sanabe, and 172 Chinese.

Shipping Report.

Str. *Tri-tan* from Bangkok—Fine weather, moderate S. winds throughout.
Str. *Rubi* from Manila—Light variable winds, smooth sea, fine clear weather throughout.
Str. *Pleides* from Manila—Light variable winds and calm, and smooth sea, fine clear weather the entire passage.

Vessels in Port.

STAMMERS.
Aldershot, Br. s.s. 1,454, Adam, 5th July.—Canton 5th July, Gen.—D. & Co., Ltd.
Baron Fairlie, Br. s.s. 2,237, J. I. Ullstrom, 6th July.—Calcutta 19th June, Coal.—Order.
Bourbon, Fr. s.s. 990, Sisco, 10th July.—Saigon 6th July, Rice.—Chinese.
Chowta, Ger. s.s. 1,115, H. Textor, 5th July.—Bangkok 10th June, Rice.—B. & S.
Empress of Japan, Br. s.s. 3,039, Henry Pybus, R.N.R., 4th July.—Vancouver 12th June, and Shanghai 1st July, Mails and Gen.—C. P. R. Co.
Germania, Ger. s.s. 1,715, T. Petersen, 5th July.—Hoihow 4th July, Rice.—J. & Co.
Chidar, Nor. s.s. 1,102, Arnesen, 5th July.—Calcutta 23rd June, Coal.—Aagaard, Thorsen & Co.
Glenlogan, Br. s.s. 3,740, J. McGregor, 7th July.—London and Singapore 1st July, Gen.—McG. Bros. & Gow.
Hanoi, Fr. s.s. 738, P. N. Merles, 10th July.—Haiphong and Hoihow 9th July, Gen.—A. R. M.
Hero, Nor. s.s. 2,418, O. Syvertsen, 8th July.—Kuchinoota 1st July, Coal.—M. B. K.
Hinsang, Br. s.s. 1,400, G. Davies, 8th July.—Java 29th June, Sugar.—J. M. & Co.
Ichia, Ital. s.s. 2,781, C. Andrew, 6th July.—Singapore 30th June, Gen.—C. & Co.
Jacob Diederichsen, Ger. s.s. 623, B. Ohlsen, 10th July.—Hoihow 9th July, Gen.—J. & Co.
Kaifong, Br. s.s. 984, E. Finlayson, 8th July.—Cebu 4th July, Hemp and Sugar.—B. & S.
Keong Wei, Ger. s.s. 1,115, Kibler, 8th July.—Bangkok 2nd July, Rice.—B. & S.

Kirkfield, Br. s.s. 2,191, T. B. Wainman, 9th July.—Calcutta 22nd June, Coal.—J. M. & Co.
Laisang, Br. s.s. 3,400, P. M. R. Lake, 9th July.—Calcutta 24th June, Penang and Singapore 4th July, Gen.—J. M. & Co.
Loongsang, Br. s.s. 1,092, C. S. Weigall, 10th July.—Manila 7th July, Gen.—J. M. & Co.
Newby Hall, Br. s.s. 2,840, A. Buck, 6th July.—Barry 26th May, Coal.—Order.

Oanfa, Br. s.s. 5,676, T. Bartlett, 4th July.—Shanghai 1st July, Gen.—B. & S.
Sungkiang, Br. s.s. 1,021, Pennefather, 8th July.—Swatow 7th July, Gen.—B. & S.
Taiyuan, Br. s.s. 1,450, L. Dawson, 26th June.—Australia via Ports and Manila 24th June, Gen.—B. & S.
Telemachus, Br. s.s. 1,300, J. Williamson, 5th July.—Singapore 1st July, Gen.—B. & S.
Tijlajap, Dut. s.s. 2,475, N. de Brouwers, 8th July.—Kobe and Moji 4th July, Gen.—J. C. J. L.

SAILING VESSELS.
Combrinck, Br. 4-masted ship, 1,151, George and June, Cardiff, 2nd Jan., Coal.—Government.

Steamers Expected.

Vessel	From	Agents	Date
Benlarig	Singapore	G. L. & Co.	July 12
Combrinck	Singapore	P. & O. Co.	July 13
Chingai	Kobe	B. & S.	July 13
Silvia	Colombo	H. A. L.	July 14
Prinz Heinrich	Colombo	M. & Co.	July 15
Athenian	Vancouver	C. P. R. Co.	July 18
China	Japan	P. M. Co.	July 19
Rmn. of China	Vancouver	C. P. R. Co.	July 24
P. Sigmund	Sydney	M. & Co.	July 31
Arabia	Portland	P. & A. Co.	Aug. 3
Ras Data	New York	S. T. & Co.	Aug. 21

Hongkong & Whampoa Dock Returns.

Vessel	From	Agents	Date
Travancore	at Kowloon Dock		
Humber	Germany		
Taiyuan	Commonwealth		
Manche	Commonwealth		
Chowta	Aberdeen		
Allemania	Aberdeen		

Ships Passed the Canal.

Outward—14th June—Austria, Benlarig, Den of Crombie, 17th June—Liberta, Gratton, Hudson, Keemun, Fongtien, Patroclus, Verdanda, 21st June—Southey, 24th June—Tyden, Ruyne, Molten, Pat Llop, 27th June—Berleth, Dlamod, 10th June—Wille, kind, Achille, Aegon, 14th July—Pompa, Renaldi, Sydney, Pervhu, Atholl, Stultard, Eornachange, Kavana, Ozeana, Rhenania, 7th July—Anlezer, Ruyne, Candia, Glenroy, Machan, Merlovalchire.

Homeward—24th June—Indrami, 27th June—Dardanus, 10th June—Laclet, 4th July—Bayern, Seydita.

Arrivals at Fome—14th June—Kaitow, 17th June—Acromania, 19th June—Prussia, 24th June—Artemida, Teubal, 27th June—Tavan, Peru, 10th June—Schubell, Trieste, Forest Simon, Slavonia, 4th July—Roon, Nissoula, 7th July—Fletcher Castle.

Post Office.

A Mail will close for—
Hoihow and Haiphong—Per Hanoi, 14th July, 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, U.C.—Per *Empress of Japan*, 12th July, 11 A.M.
Singapore, Penang and Bombay—Per *India*, 11th July, 11 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth—Per *Chingai*, 14th July, 3 P.M.
Kobe—Per *Taiyuan*, 15th July, 3 P.M.
Amoy, Straits and Rangoon—Per *Pandua*, 15th July, 5 P.M.
Shanghai, Moji, Kobe and Yokohama—Per *Tijlajap*, 17th July, 11 A.M.
Tientsin—Per *Wosang*, 17th July, 2 P.M.
Singapore, Penang and Calcutta—Per *Laitang*, 18th July, 11 A.M.
Swatow, Wei-hai-wei, Chefoo and Tientsin—Per *Chihki*, 18th July, 1 P.M.
Rangoon, India, via Taitoria—Per *Sachsen*, 19th July, 11 A.M.
Amoy, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma, Wash.—Per *Shanghai*, 20th July, 11 A.M.
Manila—Per *Zaffro*, 22nd July, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 2nd Aug., 11 A.M.

Mails for Canton, Samshui, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Nampo, Sanbo, Kongsong, Komchuk, Samshui, Wuchow, and Canton every evening at 6 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

CRAIGSBURN.

Dann, G. H. Russell, Mrs.
Gaskell, Mr. and Mrs. Smith, E. Grant
Gibbons, J. B. Smith, Mr. and Mrs. Grant
Kaptayn, B. D. Webb, Mr. and Mrs. Montague
Lyons, F. W. Wilson, Dr. Newell
Marchant, Capt. and Mrs. Young, J. Ashion
McPherson, J. L. Nicholls, E. A.

PEAK.

Aucoit, E. F. King, Dr. and Mrs. Louder, Mr. Beattie, A. P. Macdonald, Mr. Bonaud, Mr. and Mrs. Martin, R. Bourchein, Mr. and Mrs. Mele, Mr. and Mrs. G. Boyd, Capt. and Mrs. Mitchell, R. Brown, Mr. and Mrs. D.E. Moxon, Mr. and Mrs. Cloutier, A. N. Herbert
Cocks, Mr. and Mrs. A. E. Ollie, F. B. O'Neill, J. L. Hugh
Edwards, Mr. and Mrs. Parry, Major Galas, Capt. H. W. Phillips, Major Piggott, Mr. and Mrs. Pollock, K. C. Mr. Reife, Dr. and Mrs. Sawyer, Capt. and Mrs. Snelair, A. Stadt, Mr. and Mrs. Van de Stoket, Mr. Thomas, Mr. Uffel, W. von Vandin, Gordon Varaker, Capt. and Mrs. Joseph, Mr. and Mrs. White, Dr. and Mrs. Kelsall, Major & Mrs. M. I.

OCCIDENTAL.

Alford, J. R. Kuhn, J.
Anderson, Fred. Leonhardt, Dr. M. A. Lindeburg, W. Anderson, G. Lowe, Mr. and Mrs. Lowe, Miss Slesie
Chandler, Lieut. (Army) Major, Capt. and Mrs. Fisher, M. Muller, P. Munro, Miss A. Green, J. B. Halse, G. L. Owen, O. E. Poldtmann, Capt. H. Rasmussen, M. Jensen, H. Rosen, Mr. and Mrs. G. H. Key, Dr. H. Kock, H. Korf, Fr. Krill, G. Yuenchumied, A.

KOWLOON.

Dodds, Capt. Geo. MacGregor, J. W. Evans, Mr. and Mrs. Price, Capt. and Mrs. Pinker and child O. L. Hall, J. S. Tenkate, Mr. and Mrs.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Weihowai
Andromeda	cruiser, 1st class	11,000	10	16,500	Captain R. Nelson Ommanney	Weihowai
Arcton	torpedo boat destroyer	510	6	7,000	Lieut.-Commander R. H. Heaton	Weihowai
Arun	cruiser, 2nd class	4,360	10	7,000	Captain Lionel G. Tunnell	Shanghai
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	Weihowai
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard	Weihowai
Cherub	water tank and tug	300	—	300		Hongkong
Clio	sloop	1,070	6	1,400	Commander H. D. Wilkin, D.S.O.	Yangtze
Diadem	cruiser, 1st class	11,000	10	16,500	Captain H. W. Savory	en route Weihowai
Dee	torpedo boat destroyer	510	6	7,000	Lieut.-Commander H. E. Sullivan	Hongkong
Erne	torpedo boat destroyer	510	6	7,000	Lieut.-Commander Bather	Weihowai
Etrick	torpedo boat destroyer	510	6	7,000	Lieut.-Commander Lewin	Hongkong
Eke	torpedo boat destroyer	510	6	7,000	Commander A. F. Everett	Weihowai
Fame	torpedo boat destroyer	510	6	7,000	Lieut.-Commander Stevenson	Weihowai
Glory	battleship, 1st class	12,910	16	13,500	Captain Hon. Stimpert	Weihowai
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander J. May	Weihowai
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richardson	Hongkong
Hecia	special service torpedo-v	6,000	—	2,400	Captain E. F. B. Charlton	Weihowai
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Weihowai
Imperial	cruiser, 1st class	3,600	8	7,000	Captain William B. Fawcner	Hongkong
Isis	torpedo boat destroyer	510	6	7,000	Lieut.-Commander C. Seymour	Weihowai
Jaure	torpedo boat destroyer	280	6	5,000	Lieut.-Commander W. H. Darwall	Hongkong
Kinsha	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtze
Moorehead	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	West River
Oter	torpedo boat destroyer	310	6	6,300	Lieut.-Commander J. Kiddie	Weihowai
Rambler	surveying-vessel	735	6	650	Commander C. E. Monro	Surveying
Robin	river gunboat	85	3	340	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	3	340	Lieut.-Commander H. T. Atlay	West River
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain G. H. H. Monro	Hongkong
Snipe	river gunboat	85	3	340	Lieut.-Commander Davidson	Yangtze
Taku	torpedo boat destroyer	250	6	6,500	in reserve	Hongkong
Sutle	cruiser, 1st class	12,910	14	21,000	Captain W. L. Grant	Hongkong
Tamar	receiving ship	4,500	6	2,100	Commander Dicken	Hongkong
Tal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtze
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	Weihowai
Waterwitch	surveying ship	620	4	450	Commander R. W. Glenie	Surveying
Whiting	torpedo boat destroyer	350	6	5,000	Lieut.-Commander C. E. L. Thomas	Weihowai
Widgeon	river gunboat	195	3	800	Lieut.-Commander G. B. Spicer-Simson	Yangtze
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Acheron	armoured gunboat	1,706	10	1,700	Lieut. Ferret	Salgon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Canton
Avalanche	river gunboat	140	5	150	—	Haiphong
Balaonette	river gunboat	—	—	150	—	Salgon
Caronde	river gunboat	—	—	150	Lieut. Hue	Salgon
Casse-tête	river gunboat	140	5	150	—	Salgon
Comète	gunboat	325	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam
D'Astas	armoured cruiser	4,000	31	9,500	Captain Allaire	Bale d'Along
Decade	gunboat	645	10	1,000	Lieutenant L'Amot	Haiphong
Descartes	cruiser	3,685	14	5,500	Commander Amet	Bale d'Along
Estoc	river gunboat	303	—	—	Lieut. Mère	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Cotoni	Haiphong
Fronda	destroyer	350	—	303	Lieut. Jehenne	Haiphong
Guchan	protected cruiser	—	—	—	—	Bale d'Along
Gueydon	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Bale d'Along
Henri Rivière	river gunboat	—	—	—	Lieut. Portier	Haiphong
Jacquin	river gunboat	200	6	308	Lieut. Corlour	Haiphong
Javeline	destroyer	307	—	300	Commander Sagot-Davaux	Haiphong
Kensal	cruiser	1,350	7	2,200	Commander Simon	Salgon
Lyne	sub-marine	—	—	—	Armbruster	Salgon
Montcalm	armoured cruiser	9,700	12	19,600	Capt. Duval	Bale d'Along
Monquast	destroyer	307	7	6,300	Lieut. Prat	Bale d'Along
Oly	river gunboat	—	—	—	Lieut. Gellier	Chungking
Pelto	gunboat	307	7	6,300	Lieut. Lavissière	Tongkin
Pistole	destroyer	307	7	6,300	Lieut. de Reinach-Warth	Bale d'Along
Pistole	sub-marine	—	—	—	Lieut. Glorieux	Salgon
Reynolds	battleship, reserve	9,437	8	6,071	Commander C. P. M. Poidolle	Salgon
Reynolds	destroyer	—	—	—	Lieut. Leball	Haiphong
Reynolds	armoured gunboat	1,706	10	1,700	Capt. Dupries	Salgon
Reynolds	armoured cruiser	10,014	38	20,000	Capt. Guilbertain	Bale d'Along
Reynolds	gunboat	639	3	900	Lieut. Roque	Bale d'Along
Reynolds	river gunboat	—	—	—	—	Upper Yangtze
Reynolds	destroyer	350	6	—	Capt. Terquem	Salgon
Reynolds	battleship, reserve	6,150	23	4,560	—	Haiphong
Reynolds	river gunboat	123	7	500	Lieut. Brugnon	Nanching

Mails.



THE PE INSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BALAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

T H B Steamship

"SIMLA,"
Captain C. D. Goldsmith, R.N.R., carrying H.
Muev's, sails, will be despatched from this
for BOMBAY, on SATURDAY, the 15th July,
at Noon, taking Passengers and Cargo for to
above Ports in connection with the Company's
S.S. *Marmora*, 10,500 tons, from Colombo,
Passengers' accommodations in which vessel is
secured before departure from Hongkong.

Silk and Valuable, all Cargo for Europe,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*,
due in London on the 27th August.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent,
Hongkong, 4th July, 1905.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE."

Captain R. Girard, will be despatched for MAR-
SEILLES on TUESDAY, the 25th July,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows—

S.S. *TOKIN*, 8th August.

S.S. *ARMAND REHIC*, 22nd August.

G. DE CHAMPEAUX,
Agent.

Hongkong, 11th July, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Pleides</i>	3,753	F. G. Purinton	At July 12
<i>Shawmut</i>	9,606	E. V. Roberts	July 20
<i>Tremont</i>	9,606	T. W. Garlick	Aug. 8

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDNESS.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 26th June, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION,
Hongkong, 16th May, 1905.

To Let.

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CEN-
TRAL.
First Floor, No. 12, QUEEN'S ROAD,
CENTRAL.
Second Floor, Nos. 12 and 14, QUEEN'S
ROAD, CENTRAL.

Apply to—

S. HISNEY,
Hongkong Hotel,
Hongkong, 8th June, 1905. [639]

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms. GAS AND ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.

Rents very moderate.

Apply to—

H. RUTTON/EE,
No. 5, D'Agular Street,
37 and 38, Elgin Road, Kowloon.
Hongkong, 5th June, 1905. [627]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 27th June, 1905. [692]

TO LET.

N.O. 12, KNOTSFORD TERRACE,
KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 4th May, 1905. [537]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 30th March, 1905. [69]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.
Hongkong, 4th May, 1905. [527]

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER-BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [67]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

General Managers.

Hongkong, 7th March, 1905. [50]

FOR SALE.

INCANDESCENT
Gasoline
Lamps of all
descriptions
from the best
makers.

Incandescent
Mantles,
Chimneys,
Globes, Sha-
des, &c., for
Gasoline and
Gas Lamps at the most
moderate prices.

Lamps fixed
up for Buyers
free of charge.

Naphtha of
the best kind
kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace,
Hongkong, 16th November, 1904. [54]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$350,000	\$1,493,408	{ Div. of £1.10/- and bonus of £1 @ ex- change 1/11-9/10=\$25.40 for second half-year 1904.	5 %	{ \$850 buyers London 88
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	\$37 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,719	\$150,494	\$17 for 1903	5 1/2 %	\$320 buyers
China Traders' Insurance Company, Limited	14,000	\$83.33	\$25	\$950,000 \$151,902 \$362,466 \$371,415	Nil.	\$41 for year ended 30.4.1904	6 1/2 %	\$67 sales
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,800,000 \$172,749 \$803,119 \$846,771 \$700,000 \$37,704 \$1,000,000 \$218,093 \$2,241	\$2,078,997	\$35 for 1903	5 %	\$700 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$1,000,000 \$20,000	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$172 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$70	\$1,000,000 \$1,000,000	\$320,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$87 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$200	\$50	\$1,200,000 \$1,200,000	\$360,372	\$34 for 1903	11 1/2 %	\$302 1/2 sales
SHIPPING, TUG AND CARGO BOATS.								
China and Malacca Steamship Company, Limited	10,000	\$25	\$25	\$5,000 \$185,000 \$85,439	\$8,832	\$1 for 1904	5 %	\$20
Douglas Steamship Company, Limited	70,000	\$50	\$50	\$350,000 \$350,000 \$158,444	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 1/2 sellers
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$1,200,000	\$24,160	\$1 for second half-year 1904	9 1/2 %	\$27 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,000,000 \$1,000,000	£5,853	10/- for 1903 @ 1/10 5/16=\$5.378	5 1/2 %	\$97 1/2 buyers
Shanghai Tug and Lighter Company, Limited	700,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,763	{ Tls. 2 1/2 final making Tls. 4 1/2 for 1904 Tls. 1 1/2 final making Tls. 3 1/2 for 1904	7 1/2 %	{ Tls. 6 1/2 Tls. 10 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 40,000	Tls. 58,852	Interim of 1/2 (Coupon No. 5) for 1904	4 1/2 %	22/- sellers
"Shell" Transport and Trading Company, Limited	3,000,000	£1	£1	\$4,116 \$4,116	\$929	{ \$1.80 \$0.90 } for year ending 30.4.1905	{ 5 1/2 % 3 1/2 % }	{ \$35 sellers \$27 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$50,000 \$24,217	\$29	\$10 for 1904	7 %	\$142
Straits Steamship Company, Limited	5,000	\$100	\$100	\$500,000 \$21,075 \$130,113	\$21,231	\$10 for 1904	7 %	\$142
Jaku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 276,079	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 none	\$42,812	Final of \$15 making \$20 for 1904	9 1/2 %	\$213 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,087	\$3 for 1897	...	\$3 for 1897
Pink Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	3 1/2 %	Tls. 7 1/2 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$100,000 G \$10	\$7,820	Interim of 1/- (No. 4)	5 1/2 %	Tls. 7 1/2 buyers
Oriental Consolidated Mining Company, Limited	150,000	G \$10	G \$10	none	G \$673,091	50 cents making G \$1 for 1904	5 1/2 %	\$3 17 1/2
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$100,000 £4,873	£4,029	No. 12 of 1/-=48 cents	...	\$6 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,952	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$400
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	9 1/2 %	Tls. 141 buyers
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$70,000	\$8,577	{ \$3.75 for 1904 First year	{ 11 1/2 % ...	{ \$29 ex. new \$17 new
DOCKS, WHARVES & GODOWNS.								
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$58,473 \$100,000 \$300,000 \$350,000	\$29,422	Final of \$2 1/2 making \$5 for 1904	5 1/2 %	\$95 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$498,289	{ \$6 dividend and \$1 bonus for 2nd half- year 1904	7 1/2 %	{ \$193 sales \$270 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000	\$489	\$10 div. & \$5 bonus for year end. 30/6/04	5 1/2 %	\$18 sellers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$14 for 1903	7 %	\$114
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	\$150,000	\$40,936	{ \$10 div. and \$2 1/2 bonus for 1903 \$7 dividend	{ 5 1/2 % 5 1/2 % }	{ \$125 \$111 1/2 }
LANDS, HOTELS & BUILDINGS.								
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	6 1/2 %	Tls. 187 1/2 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$206,645	\$20 for 2nd half year making \$26 for 1904	6 1/2 %	\$385
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 185 buyers
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	8 %	\$314
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 34,000	Tls. 805	Final of Tls. 5 making Tls. 9	1 1/2 %	Tls. 135 sales
Central Stores, Limited	6,000	Tls. 50	Tls. 50	Tls. 8,000	Tls. 1,502	Final of 60 cents making \$1.80 for 1904	10 %	Tls. 135 sales
Do. (Founders)	123	\$15	\$15	\$1,845	\$1,502	None	...	\$100
Do. (New Issue)	24,000	\$15	\$15	\$360,000	\$20,000	Preferential of 7 per cent for 1904	7 %	\$7 1/2 sales
LANDS, HOTELS & BUILDINGS.								
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 1/2 %	\$138
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$50,000	\$37,875	Final of \$6 making \$12 for 1904	10 1/2 %	\$116
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,986	Tls. 7,202	Tls. 2 1/2 for the year making \$13.1905	13 %	Tls. 19
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000	First year	Interim of \$4	...	\$105
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000 \$50,000	\$11,958	90 cents for 1904	7 %	\$12 1/2 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	\$50,000 none	\$377	\$3 for 1904	7 1/2 %	\$40 sellers
SHANGHAI-LAND INVESTMENT COMPANY, LIMITED.								
Shanghai-Land-Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,766	{ Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904	6 1/2 %	Tls. 122 1/2 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 5 for 1904	10 1/2 %	Tls. 47 sellers
Tientsin Land Investment Company, Limited	7,720	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	3 1/2 %	Tls. 120 sellers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	6 %	\$54
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	9 1/2 %	Tls. 43 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$27,862	50 cents for the year ending 31.7.04	3 %	\$16 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 41 sales
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 160 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 160 sales
CIGARS AND TOBACCO COS.								
Alhambra, Limited	100	\$200	\$200	none	Dr. P. 2,584	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	7,500	\$10	\$10	none	\$10	First year	...	\$91 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	£161	First year	...	\$125 sales
Asbestos Eastern Agency, Limited	8,664	12/6	12/6	none	\$1,182	6d. per share for 1903	6 1/2 %	\$53 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$3 for 1904	8 1/2 %	\$30
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	8 1/2 %	\$17 1/2 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904	8 %	Tls. 63 1/2 sales
China Loan and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	...	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	9 1/2 %	\$8 1/2 sales
Lany Farm Company, Limited	25,000	\$7 1/2	\$6	none	\$2,706	\$1 1/2 for year ending 31.7.1903	7 1/2 %	\$17 sellers
Fraser and Neave, Limited	4,500	\$50	\$50	\$12,500 \$100,000	\$95,054	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$100
Green Island Cement Company, Limited	150,000	\$10	\$10	\$100,000 \$100,000	\$7,551	\$2 for 1904	7 1/2 %	\$26 1/2 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	\$68,000	\$7,551	Final of \$1 1/2 making \$2 1/2	9 1/2 %	\$27 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£25,394 £3,000	£8,188	{ £1 div. and 2/- bonus for 1904 \$1.00 } for year ending 30.4.1904	{ 6 % 4 1/2 % }	{ \$17 \$17 1/2 }
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$10 for year ending 30.4.1904	4 1/2 %	\$17
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$1,796	\$15 for year ending 30.11.1904	7 %	\$32 1/2 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,336	Final of \$13 making \$17 for 1904	7 %	\$24 1/2
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$11,137	\$10 for 1904	7 %	\$152 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$25,000	\$299	Interim of 50 cents 30.9.04	12 1/2 %	\$15
Katz Brothers, Limited	10,000	\$100	\$100	\$475,000	\$3,400	\$8 for 1904	6 %	\$33 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Interim of \$5	7 1/2 %	\$145 buyers
Maatschappij tot Mijn. Bosch-en Landbouwen- plaatje in Lungtun, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	{ 2nd quarter of Tls. 5, paid 15.05 mak- ing for year Tls. 12 1/2 for 1903	16 1/2 %	Tls. 207 1/2 sellers
Maynard and Company, Limited	3,400	\$10	\$10	none	Dr. Tls. 147,638	\$2 for year ended 31.10.1903	9 %	\$23
Mondon, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	\$832	Tls. 5 for 1902	...	Tls. 25
Moutrie (S.) & Company, Limited	4,000	\$50	\$50	\$5,000	Dr. \$5,537	Final of \$3 making \$10 for the year ending 30.6.04	9 %	\$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	None	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 3,172	Tls. 8,011	Final of Tls. 5 making Tls. 8 1/2 for 1904	7 %	\$122 1/2 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 25,000	Tls. 10,247	Tls. 5 for 1903	6 %	Tls. 80 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Final of Tls. 8 making Tls. 14 for 1904	8 1/2 %	Tls. 167 1/2 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 170,000	Tls. 17,220	Final of 37/6 making 52/6 for 1904	4 1/2 %	Tls. 420 sales
Singapore Dispensary, Limited	600	\$50	\$50	\$20,000	\$1,769	\$64 for year ended 31.7.1904	7 1/2 %	\$80 sales
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$5,068	None	...	\$25
Steam Laundry Company, Limited	5,000	\$ 5	\$ 5	none	\$3,044	60 cents for year ended 31.5.04	7 1/2 %	\$3 buyers
Straits Ice Company, Limited	10,000	\$ 5	\$ 5	none	\$700	First year	...	\$7 1/2 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$750,000 \$50,000	\$84,813	\$10 for second half year 1904	13 1/2 %	\$150 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 3,025	{ £1 div. and 35 cents bonus for half year ended 30.9.1904	6 1/2 %	\$14
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	none	Tls. 1,212	Tls. 5 for half year	...	Tls. 120
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	\$20,000	\$180	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1903/5	7 %	Tls. 120
Do. (Founders)	100	\$10	\$10	\$4,802	\$12,624	{ 90 cents } for year ended 31.5.1904	9 1/2 %	\$91 sellers
Watkins, Limited	10,000	\$ 0	\$10	\$100,000	\$6,096	\$20 for 1903	16 1/2 %	\$180 buyers
Watson, (A. S.) & Co., Limited	92,000	\$10	\$10	\$35,000	\$588	Final of 50 cents making \$1 for 1904	8 %	\$121 buyers
William Powell, Limited	12,000	\$10	\$10	\$100,000	\$588	Interim of 50 cents for year 1904/1905	10 1/2 %	\$118 sellers